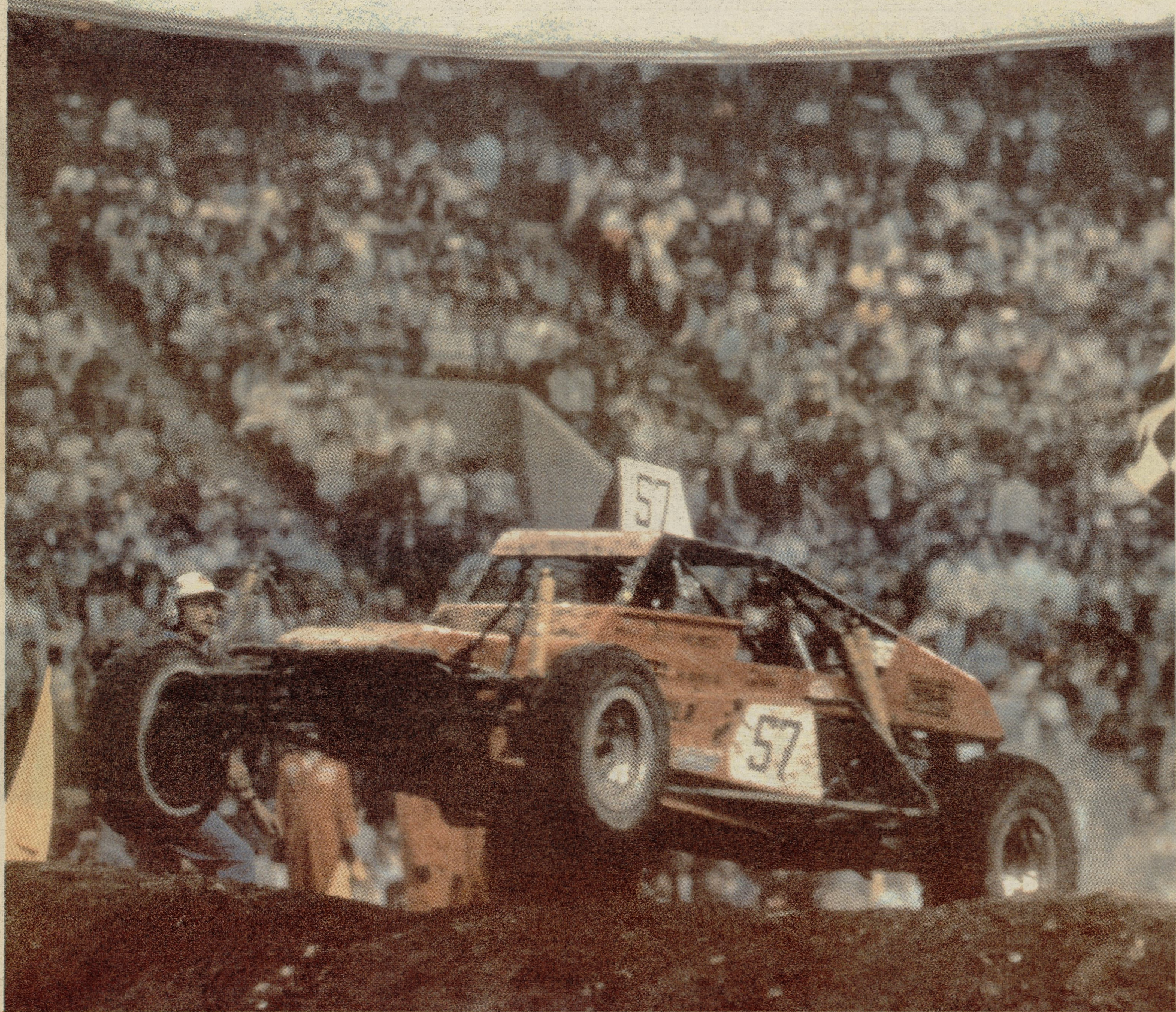


Covering the world of competition in the dirt..

ARRIVE



DUSTY TIMES



## **BF GOODRICH UPDATE #18:**

### **THE WORLD'S YOUNGEST MOTORSPORT- AND ONE OF THE MOST EXCITING.**

#### **HOW OFF-ROAD RACING BEGAN.**

Off-road racing as we know it in America is the world's youngest motorsport. It dates from two pieces of equipment developed during the World War II period. One was the U.S. Army Jeep, ancestor of today's 4X4 vehicles. The other was the German Kubelwagen, cousin of the Volkswagen Beetle and ancestor of today's dune buggies.

The war-surplus Jeep was first to ignite the spirit of adventure in the late 1940s. A few people discovered how the Jeep's four-wheel drive system could take them where no vehicle could before. This was especially true of the desert regions in Southern California. As more people owned Jeeps, it was only natural that they began to organize races in these deserts. In a

few short years such races began to spread geographically, and they evolved to include a wide variety of both four-wheel and two-wheel drive vehicles.

The dune buggy was born in a strip of pink sand dunes that had been best known by moviemakers. You have seen this landscape dozens of times on film and TV. It lies just north of the Mexican border and a few miles west of the Arizona line. These dunes are unique because their sand is so powdery they were impassable to ordinary vehicles. So an extraordinary vehicle developed. Low-cost and dependable running gear from VW Beetles popularized the resulting dune buggy, which rapidly spread from Mexican deserts to the beaches of Cape Cod.

Then the Jeep and the dune buggy inspired the natural human passion to compete.

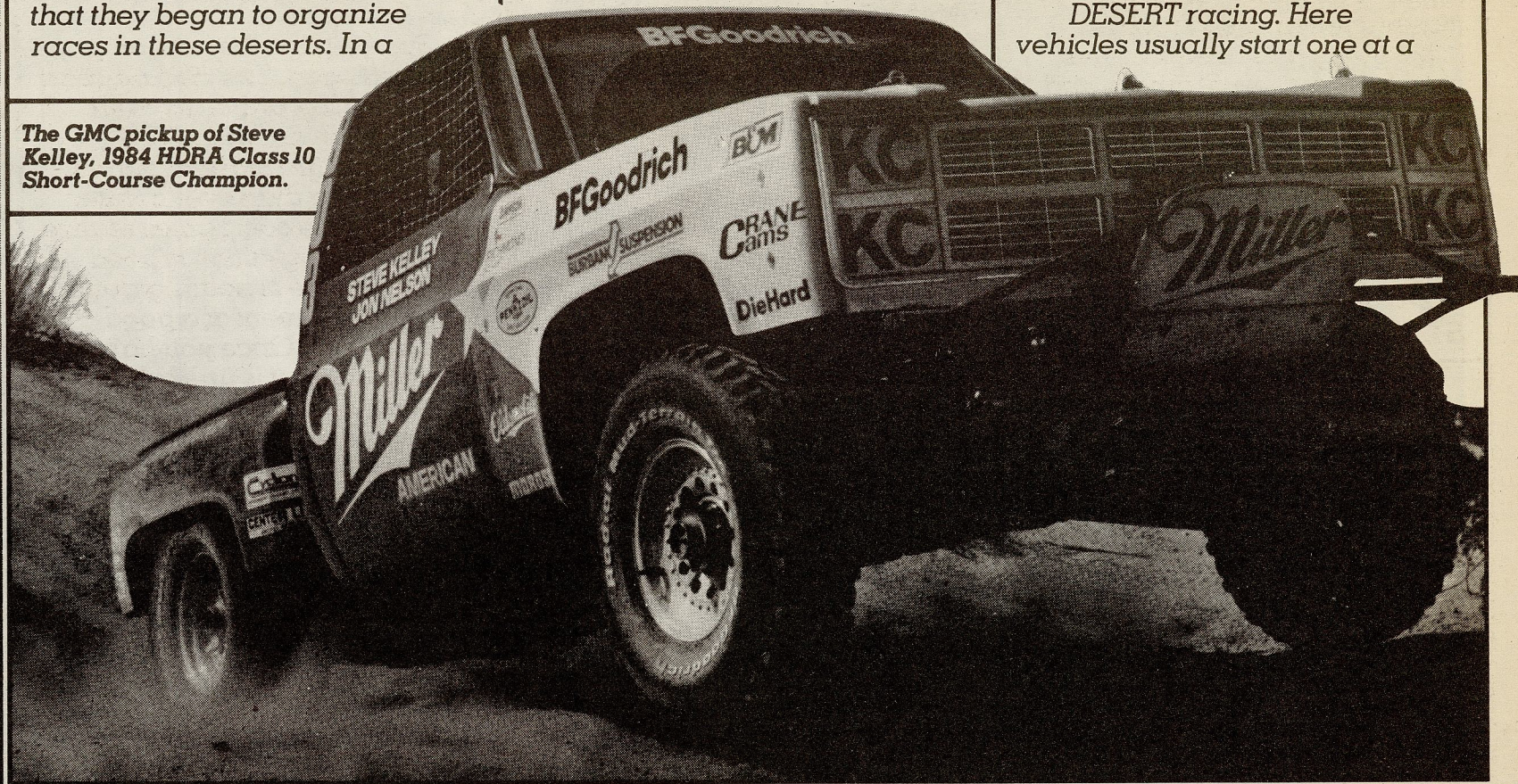
#### **THE GREEN FLAG FALLS.**

Two basic kinds of off-road competition grew:

**SHORT-COURSE** racing. This is a favorite of spectators because they can see most of the action. Off-road obstacles are often man-made, and the courses may vary from racetrack infields to stadiums. As in most racing, competitors start all at once, with winners determined by who finishes in front. While many short-course races take place in the Southwest, they are now widespread across the U.S. and are organized by many sanctioning bodies.

**DESERT** racing. Here vehicles usually start one at a

The GMC pickup of Steve Kelley, 1984 HDRA Class 10 Short-Course Champion.

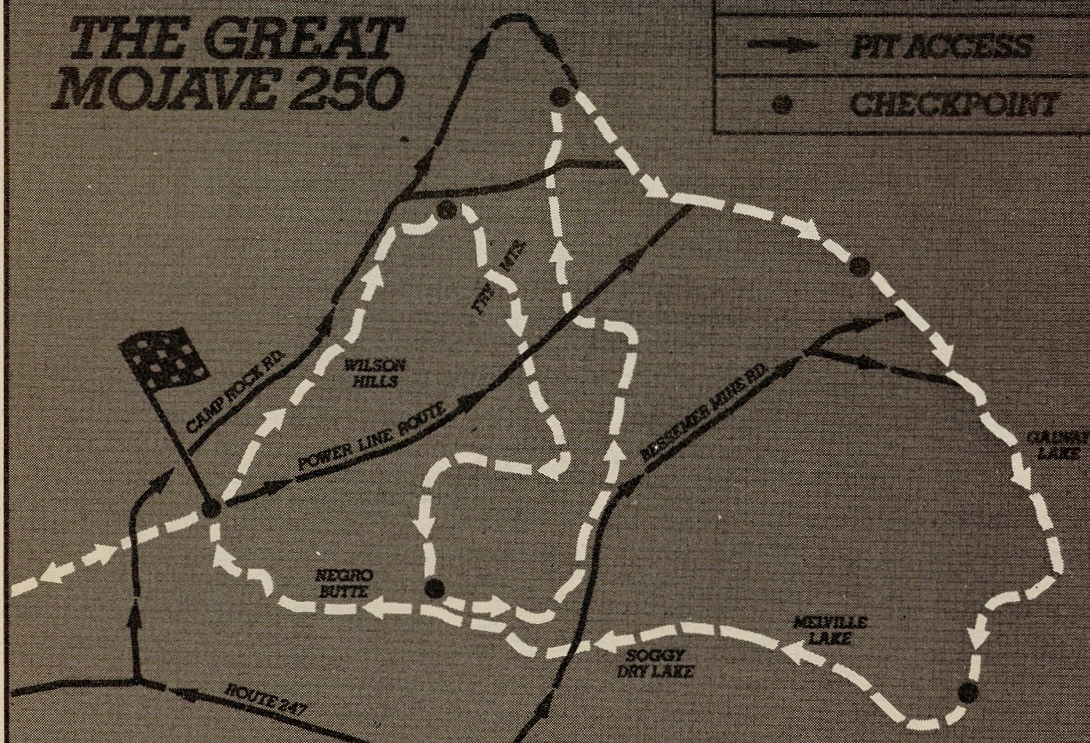


# **BF GOODRICH T/A RADIALS**



## THE GREAT MOJAVE 250

→ RACE COURSE  
→ PIT ACCESS  
● CHECKPOINT



Route of the 1985 Great Mojave 250, where T/A Radials rode to 5 impressive class victories, as they had done in each previous SCORE/HDRA race this year.

time and class winners are determined by the shortest elapsed time to course completion—which may be longer than 24 hours, with no time-out whatever. There are closed-course desert races (where a lap of some 100 miles may be run several times) and point-to-point desert races. The Baja 1000 is typical of both, being run some years on long looping laps and others from point to point.

### A DUSTY TRAIL STARTS TO CLEAR.

As you would expect, early off-road races were improvised and often confusing affairs. This dusty trail of confusion led to the need for organization. So a number of sanctioning bodies emerged. But even this became confusing because of competing rules, calendars, and championships. Gradually, two major organizations took hold of the situation—SCORE and HDRA. In 1985, the dust settled at

last when HDRA and SCORE agreed to run four desert races each that count for single combined championships.

### WHY MANUFACTURERS LOVE THE ABUSE.

Off-road racing grew increasingly professional as vehicle and tire manufacturers increased their participation in the sport. They did so because they saw the developmental and promotional benefits of their products standing up to extreme beatings.

BFGoodrich was no exception, having entered off-road competition in 1976. At this time popular opinion held that traditional bias-ply tire construction was the most rugged. Radial tires were thought

too delicate for the demands of the desert. When the BFGoodrich Radial All-Terrain T/A™ began to roll on winning vehicles, popular opinion began to change.

And the Radial All-Terrain T/A tire changed. Extensive off-road experience showed BFGoodrich the need for more rugged construction. The result was the development of a third sidewall ply for added strength; a feature that continues to distinguish T/A® Radials from most other light truck tires to this day.

In all forms of racing, BFGoodrich races more to learn than to win. The lessons we learned in off-road racing led to the addition of two more tires to the BFGoodrich line: The Radial Sport Truck T/A® and the Radial Mud-Terrain T/A®. Each meets different needs, and each has the vital third sidewall ply. Since each of these tires is a direct result of off-road racing experiences, it should come as no surprise that T/A Radials have come to dominate the sport—with four professional overall champions racing to victories on them last year.

Such a record is not going un-challenged. The 1985 off-road racing season promises even more excitement with more vehicle and tire manufacturers participating than ever before. Perhaps these companies realize that while competition is good business there is nothing quite like the excitement of a good off-road race. Once you have seen your first, it is unlikely to be your last.



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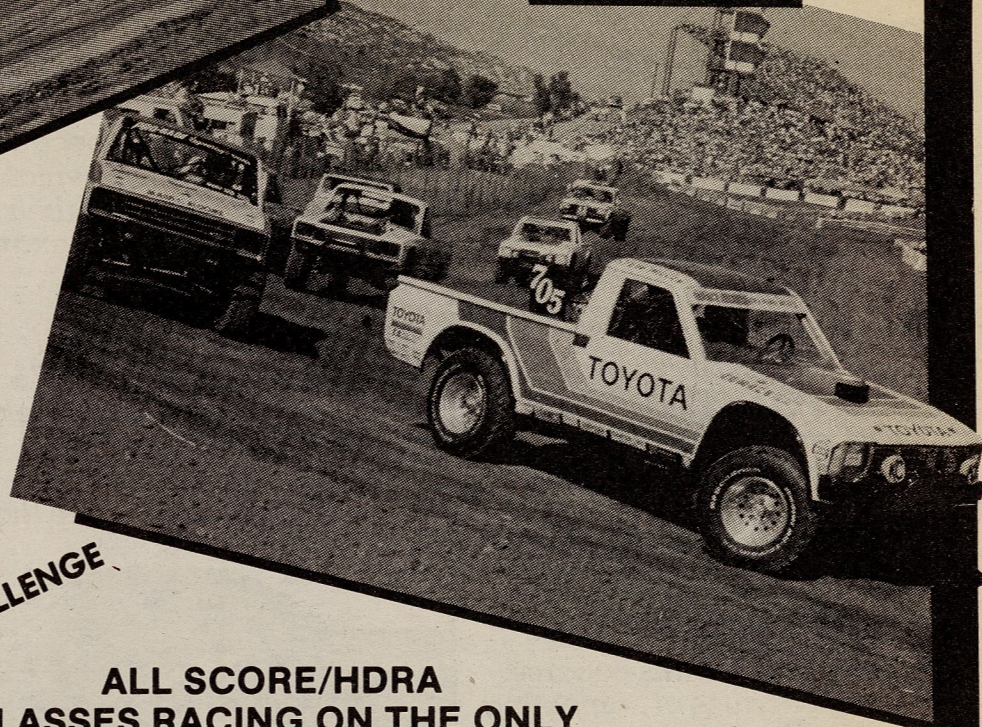
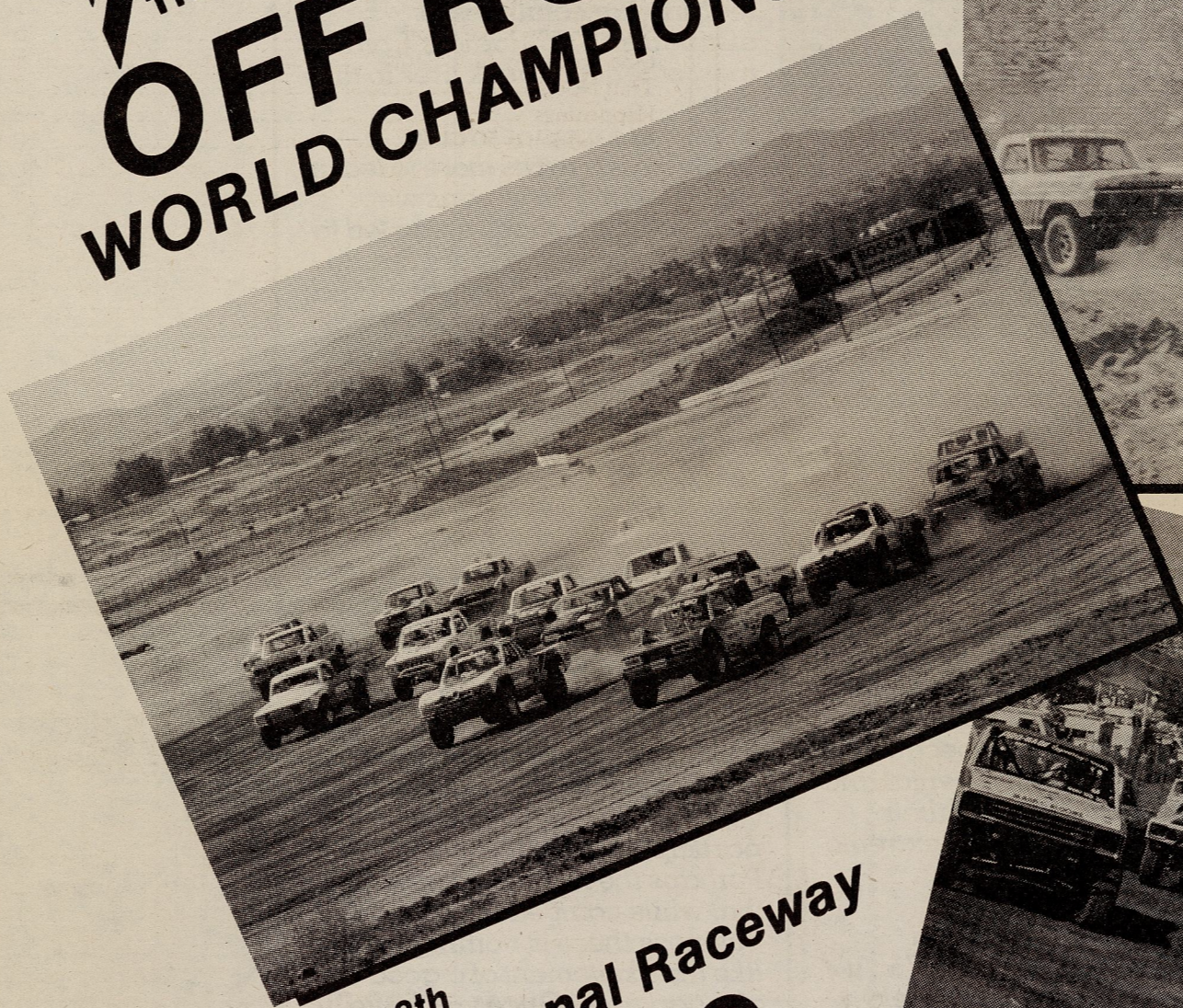
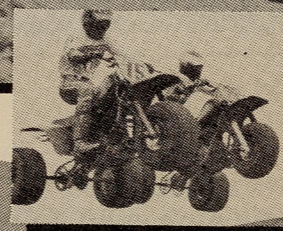
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**ON THE COVER** — Winning is always a thrill, and winning the "big one" at the Montreal Olympic Stadium is the biggest thrill, an emotion packed moment as over 62,000 fans give the winner a standing ovation and a wave around the stadium. Jeff Probst, of Mokena, Illinois, was the winner of the pound of gold in Montreal last June. Jeff, whose entire family goes off road racing, drove his Berrien Laser, sponsored by Armstrong Tires, Weld Wheels, Bilstein shocks, and Sway-A-Way to a convincing win, despite a smoking engine that was getting weaker by the lap. Congratulations to Jeff and the entire Probst team. Color Photography by Danny McKenzie of Mediaphoto.

## SNAPSHOT OF THE MONTH...



"Summer racing isn't so tough as long as you have plenty of cool drinks" might be the thoughts being pondered by this tiny would-be racer seen in the tech line at the Baja Internacional. Not yet three years old, Harley Sean Coffland already is wearing his first driving suit, has a firm grip on the cowl of his dad Don's Class 3 Jeep, and is calmly awaiting his next duty. It probably won't be long before Harley is riding the trails around Tuba City, Arizona.

Last month's 'stuck spanning a ditch' car was identified by Bob Leighton, who says it wasn't him, but his kid brother Mike, who was driving his first race in Class 9. Leighton also said it is not a Baja shot, but taken at the 1977 Mint 400 in the rock garden on the first lap.

DUSTY TIMES will feature pictures of similar "funnies" or woes on this page each month. Send us your snapshot of something comic or some disaster for consideration. DUSTY TIMES will pay \$10 for the picture used. If you wish the photo returned, enclose a stamped, self-addressed envelope. Only black & white prints, 5x7 or 8x10 will be considered.

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# Soap Box...

By Mike Lund

## 1984 HDRA Class 1 Points Champion

For many off roaders, the hot weather of July signals the start of preparations necessary for the annual racing institution known as the Riverside Off Road Championships. The 1985 date for the annual happening is August 16, 17 and 18. Even as the date comes closer, many racers, too many racers, know they can take the rest of the summer off. For all its glamour, for all its prestige, the off road races at Riverside are not for everyone.

Back in the beginning, when off road racing was still in its infancy, the races at Riverside were held in the rolling hills around the raceway grounds. Anybody could race his desert car and be assured that they had a reasonable chance. These days, however, things have changed.

Technology and advanced design have created a specialty car, specifically for short course races. These cars are lighter, smaller, and more agile than their desert cousins. Over the years, more and more of these vehicles showed up at Riverside in Class 1, until they completely dominated the class. This has also been the case in Class 10, and to some extent, in Class 2 and Class 1-2-1600. While the action has pleased many spectators and promoters, it has left many desert racers sidelined as spectators themselves.

A few adjustments to the race schedule could change all that. Along with many other racers, Dave Ryskamp and I would like to support an Endurance Race for Desert Cars at Riverside. This event could be run on an extended course on some of the terrain used in the first Riverside off road events. The race entry would be limited to desert cars (e.g.) having raced in a desert event in the previous twelve months). The cars would have to race on DOT tires (no special two foot wide gumballs), and cars would have to comply with Score rules, such as driving lights, horn, first aid kits, etc.

The race would be a real endurance run, lasting approximately four or five hours. The race would begin late in the afternoon after the short course program, and extend into the evening darkness. All classes would race at the same time, having started en masse, but one class at a time. For excitement, they might even try a Le Mans type start! The race would have all the excitement of the classic endurance races: pit stops, refueling, strategy, driver changes, the works.

Placing working pits for over 100 cars would present a

problem. This could be solved by having walk-in pits only. All equipment would have to be carried in: fuel, lights, generators, tools, etc. No vehicles or motorhomes would be allowed in the area, not even to deliver equipment. This program would greatly reduce the space needed for pits.

This Endurance Race is a viable concept at Riverside. It would get the desert racers to the starting line. I am certain that the spectators would appreciate the interesting new format. There are a few problems to be worked out, but I am certain they can be overcome. It is time we got the desert racers out of the stands and down on the track where they belong!

The concept of a short course enduro for desert cars is a dandy, Mike. We certainly appreciate being able to share the idea with our readers. This sort of enduro race was common at the Memorial Day 100 a few years back, with a nearly three mile track at Lake Geneva Raceway in Wisconsin. There the pits were separated by fencing from the spectator areas, and they were a good 100 feet from the race track proper.

At Riverside, a pit area could be set up along the route from Turn 6 to Turn 7 on the road course, separated from the track by a hay bale style fencing. The cars would all enter the pits at a given point, find their pit crew along the row, get fixed, and then all would exit at the end of the pit area, much the same as cars do in circle track or road racing.

DUSTY TIMES agrees that the concept of getting the desert cars in front of an audience seated comfortably in a grandstand is a fine idea. It would be helpful to the drivers seeking sponsorship, and also helpful to the audience, who otherwise would never get to see a genuine desert car, the latest and the greatest of ease and carry on despite occasional mechanical problems or flat tires. If Score will go along with the idea of an Endurance Race for Desert Cars, expect to see a ton of Class 10 racers in the ranks. Remember, there were 62 Class 10s that started the Mint 400, a husky field all by themselves!

Volunteers are invited to climb on their "Soap Box" and fill this space with their thoughts about what is good and what is not so good about the state of off road racing. We would welcome some discussion on the state of the Pro Rally Series as well. Call or write DUSTY TIMES with your ideas for a Soap Box column, and get on the schedule.

# Side Tracks...

By Judy Smith

There's been a lot of talk this year about the seemingly quick times at the Baja Internacional (the 500), and the possibility of it having set a new record. Well, we did a little research which confirmed what we already knew — it's nearly impossible to talk "record" at the 500, because the course changes so from year to year.

For starters — this year many areas of the course had been newly graded. Sal Fish told us that it had been bladed in from the highway crossing, near Ojos Negros, to Tres Hermanos and back out to the next highway crossing. It had also been smoothed over coming from El Rayo out to Ojos Negros, and going up to Mike's. Mike himself had even touched up some of the nasty road going outward from his Rancho. Down in the southern end, the road from San Felipe Zoo all the way to the Diablo Dry Lake had been graded. Sal said he thought it was like driving at Bonneville.

On the other side of the coin, Sal said the "back side" of the Summit was the worst it has ever been, and the McMillin brothers tell us that it was the "toughest" ever, because it was so soft.

As for the actual route that the racers travel, it was pretty close to '83, except that at the beginning, it went out through El Rayo, rather than taking the Tres Hermanos route. It came back the same way, through El Rayo. The total mileage was listed as 427, and Mike Julson and Tom Ebberts won that year, in 8:57:31.21. This year the course is supposed to have been 447 miles long, and Bud Feldkamp and Ron Gardner won in a time of 9:09:05.7. In 1984, of course, there was no Mexican race in June, it having been moved to Barstow.

Going a little further back into the archives, we found a close version of this year's race in 1976. That year, when the course got to El Chinero, it turned south on the pavement, and the racers were supposed to motor sedately down the highway at a legal 55 miles per hour. The rest of the course was really close to that of this year's, except that it went out through Ojos Negros and El Rayo, and came back through Rodeo and Tres Hermanos. The one big difference is that the finish line was at the Pepsi Stand (or somewhere nearby — we're not sure, not having made it to that point), and thus cuts off the return trip through the wash and the sewer. The total mileage for 1976 was supposed to be 430, which is 17 miles shy of this year's, and it was won by Ivan Stewart and Bob Ferro in the time of 9:12:27.

But the closest race of all, so far as our archives go, was the 1978 Baja 500. This one ran outbound through El Rayo and came home through the Tres Hermanos route. It did turn to the west side of the highway earlier, running through the hills behind Heroes de Independencia to El Alamo and then on, but that

wasn't a major difference. The total mileage of this one was listed as 430, so it's the closest in total length. And it was very like this year's race in one other way — it was the hot one! Drivers and vehicles alike suffered the same ills as this year, although in discussing the weather of the two races with other folks who were there both times, we've come to the conclusion that '85 was not quite so miserable as '78.

One final similarity between the '78 race and the '85 race — the winners then were Bud Feldkamp and Malcolm Smith, in a single seat buggy. Their time was 10:31:18, an hour and 22 minutes slower than this year's time. It may not have been a record this year, but at least Feldkamp can call it his "Personal Best".

Incidentally, this was Feldkamp's third Class 1 win at the Baja 500, and in 1979 he won in the same car he was driving this year.

On another note, we are pleased to hear the promoters taking a tougher stand against safety infractions this year. At the drivers' meeting, Sal Fish declared that any pit vehicle seen going backwards on the course by a Score official would cause its race car to be disqualified. This may have had an effect on some chase crews, and if it did we're pleased. However, it seems to us that it would be more likely to have the effect that the chase crews would find other routes. They were still out there. Feldkamp, in the lead car, reported four near head-ons with pit crews on his way in from El Rayo. We talked to one racer who'd had his pit crew come in to get him, and to do so they had to run backwards up the course, and we talked to another who saw a friend's pit crew heading backwards to rescue their driver and car. None of those infractions were seen by officials apparently, because we heard of no disqualifications. Maybe we need to mount cameras on selected race cars, and have the drivers, or passengers snap a quick photo when they see a chase vehicle on the race course.

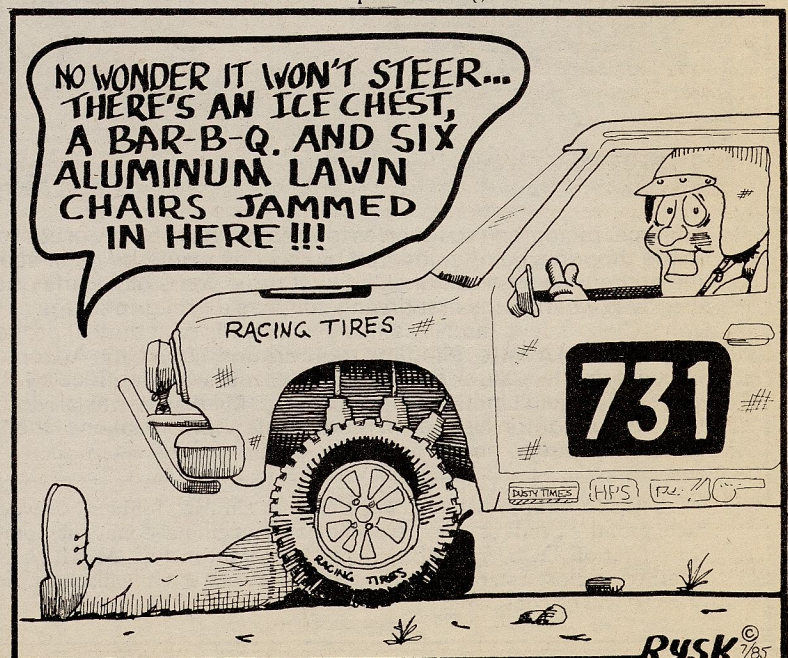
We are unable to come up

with a solution, but we'd sure like to, because we've had a few near misses ourselves over the years, and hate to think our time is coming. Maybe there need to be "roving officials" who could be anywhere at any time, and whose word would be final.

We like the way it works at the AMSA races at California City, where the landowners insist that AMSA has an airplane over the course at all times. That airplane can spot the backwaters running vehicles with no trouble at all, and, as happened at the recent 12 Hour race, the culprit can be penalized. Of course, once it's denied, the plane is grounded.

Maybe a portion of the professional photographers ringing the course could be deputized to snap photos of the culprits in the act. Over the years these photos have spotted many an infraction, and are often frustrated by the fact that their word goes for naught, because they aren't "official". Maybe the promoters should recognize some of them as the responsible, interested people they are, and use their information in some way to help curtail the chase traffic on the course. If we had our druthers, we wouldn't have chase traffic running the same way as the race on the course, not to mention backwards. We have no objection to a chase vehicle poking along through the bushes alongside the trail, so long as they stop making dust when we come along, and so long as they turn out their lights if they're coming at us at night. But chase vehicles on the course are a serious hazard no matter which way they're headed.

While we're still down in Mexico, we'd like to tell those of you who stayed home because of fear of some kind of unpleasantness, that we encountered no unpleasantness at all. We understand that there was some kind of incident at the border crossing into Mexico on Friday morning, but by Friday evening all was normal and we crossed with no trouble. And on Sunday, in the late afternoon, when we came back through the border crossing, we were amazed to get through in 10 minutes. It must have been rough on the Mexican business community, but the rumors of problems seem to have thousands, and it certainly made coming back a lot easier.





# Trail Notes...

**SCORE INTERNATIONAL** has some neat plans for the August running of the annual Riverside short course bash. The course is longer this year, and the idea is to encourage more entry in the desert classes. The full range of Score classes is in the schedule this round. Score has gone back to the three days on the track format as well, offering a full day of practice and tinkering on Friday, August 16 for the early birds. The early birds will be able to parade through Contingency Row and tech inspection on Thursday, August 15, in the afternoon, and have the entire Friday to get the race car in top shape. Both Saturday and Sunday will feature short practice sessions early in the morning and a full race schedule each day. The Challenge race this year will be for Class 10 cars, and of course the Heavy Metal and Mini Metal Challenges will feature trucks big and small of all drive train configurations.

**SCORE CANADA** has added a new race to their 1985 schedule. The location is Petersborough, Ontario, northeast of Toronto, and the dates are July 27 and 28. All Score Canada classes will compete in the two day race at Westgate Speedway, including 1-2-1600, 10, 1, 7 and 4. Score Canada President George Dodd has posted a guaranteed purse of \$3000.00 for the new event, and it will be the first off road race at the Westgate Speedway. As an added attraction Spike's All American monster truck will be on the scene. Check the Happenings section for the full Score Canada schedule this season.

**THE MEMORIAL DAY 100** was quite a success this year, despite a real stadium race type format, new to this event. Get the full story in the coverage in this issue. There are a few former features of the event that most people sorely missed, items like the Showdown races. However the participation in the winner take all Showdowns has been poor in recent years. Still, the end of the Sunday program Championship races, one for unlimited cars, one for limited cars, and one for trucks, was truly missed by a majority of the entry, especially since they were no entry fee heats that paid a purse.

Familiar were the ever faithful Mud Turtles Club of Joliet, Illinois, who again did yeoman service as the flag team, communications team, and general pull the broken cars off the track team. This year two Mud Turtles not only stood in the hot sun all day as course marshalls, but they also took time out to race. Gary Heiden came in second in Class 3X in his trail ride equipped Bronco. Rick Grove unveiled his latest creation, a Chevy powered 4 x 4 with a CJ 5 body parked on a early Blazer chassis, and he did very well also.

**THE FLORIDA OFF ROAD DRIVERS' ASSOCIATION** held their annual convention, election of officers, and their first race of the new season last May in Cocoa, Florida. A former president, who retired after the '83 season, Warren Bicker was nominated for President in 1985, and was quickly elected. Tom Williams is the new Secretary, and Janet Bicker was returned to the Treasurer's post. A new bylaw was passed that requires one Vice-President for each official race class. So, J.R. Taylor is the Class D VP, Bob Bohres was chosen for Class 1-2-1600, and Bob Haire is the Class 1 VP.

The awards for the 1984 points series champions were made at the convention. Scott Gundek bested J.R. Taylor by 12 points for not only the Class D title and cash, but overall points, and Scott is the new Florida State Champion. Mike Hester took the Class 1 championship from Jimmie Crowder, and Mark Bicker was the B Sedan points winner. Ken Burkert won the 1-2-1600 honors by just ten points over Buddy Taylor.

With the convention over on Saturday, FORDA's first race of the new points series was at Sharpes on May 12. When the three heat races per class were concluded, Marty Pounds won for the day on points over Jerry Allen and Scott Gundek in Class D. Bruce Bennett took the 1-2-1600 honors over Joe Cunningham and Ken Burkert. But, Ken Burkert won the top points in Class 1 over Scott Haire and Danny Hahn.

**THE SECOND ANNUAL SUPERSTITION 250** is happening on August 10 in the Anza-Borrego desert, near El Centro, CA. The inaugural race for cars last year was well organized by Otis Fudpucker, and everyone who went to the bash had a real good time, especially the overall winners Norm and Steve Schmidt in their Class 5. Fud is looking for more entry in the 1985 night race, and if the moonlight on the desert is your baliwick in August, get the full details by calling Jeff Wright during the day, (619) 561-4810, or Fud after working hours at (619) 427-5759.

**GOODYEAR'S HI MILER** points leader after the Baja Internacional is Jerry McDonald, by a husky margin. The Hi Miler points are compiled on Goodyear shod competitors at all Goodyear supported off road events. The year end points champ is in line for some good sponsorship the following season. Anyone that would like more info' on the entire off road program, including the Race Support Team from Goodyear, contact Gary Wicke at Fairway Ford (714) 524-1200. This Support Team has a keen radio network at desert events, masterminded by the "Weatherman" himself, Bob Steinberger.

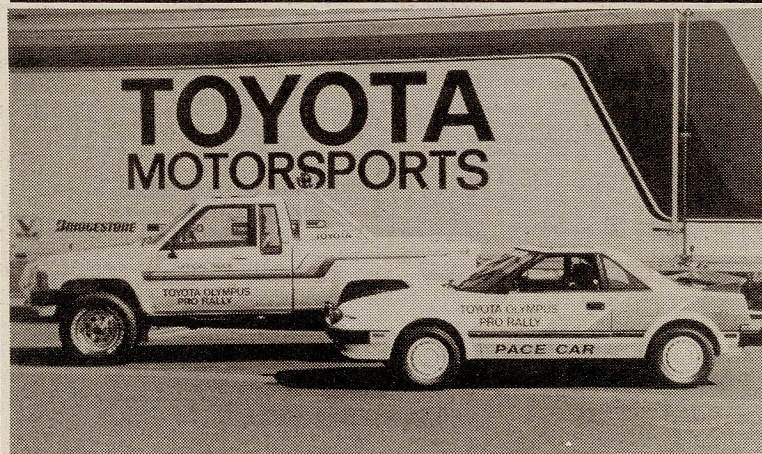
**SCORE INTERNATIONAL** has a new Director of Special Promotions in Dr. Checker himself, Steve Kassanyi. One of Steve's first duties is to organize a race within a race during the Baja 1000. The event is sort of a rally for trail riders, who will follow the race cars out of the Mexicali start, run some of the course and cover much of the distance on the pavement. No details are available right now, but it sounds like a fun run for those without the bucks or equipment to contest the actual race course on the two day event.

**THE YOKOHAMA TIRE FOLKS**, swamped by the variety of motor racing they support, have a new team that will help handle Contingency Row at the desert races, in fact they were on stream at the Baja Internacional. C.O.R.E. Pit Team Honchos Jim Branstetter and Dave Clark are new Yokohama associate tire dealers, and they will be hauling the goods to Contingency Row at races big and small around the west. The fellows have formed a company called All Terrain Enterprises, and they will have some other products on hand to help racers at the desert events as well.

**THE SNORE MIDNIGHT SPECIAL** is coming up on July 27, and this is the first major pro event from the Las Vegas club this year. With hefty

(TRAIL NOTES continued on page 10)

## World's Toughest Driving Machines to Challenge Toyota Olympus Pro Rally



For four days in early July, the normally quiet back roads around Tumwater, Washington, will turn into a rollercoaster of careening racing machines as some of the world's top rally drivers compete in the Toyota Olympus Pro Rally, July 4-7.

Toyota this year becomes the first official sponsor of the 20-year-old endurance event that is sanctioned by the Sports Car Club of America (SCCA).

With two Toyota MR2s and a

4X4 truck pacing the rally, this year's race is being run as a prototype World Championship Event. In 1986, the Tumwater rally is likely to join such sites as Kenya, Monte Carlo, New Zealand, Italy and Greece as a location for the internationally sanctioned, FIA World Championship Rally Series. It would become the first American rally to be given World Class status since 1972. Only one rally per country can be sanctioned for the

World Rally Championship.

"It would be a major breakthrough for the Toyota Olympus Pro Rally to receive World Class status," said Les Unger, motor-sports manager for Toyota Motor Sales U.S.A., Inc. "Rallying is a major sport in Europe, but is just beginning to catch on in the United States."

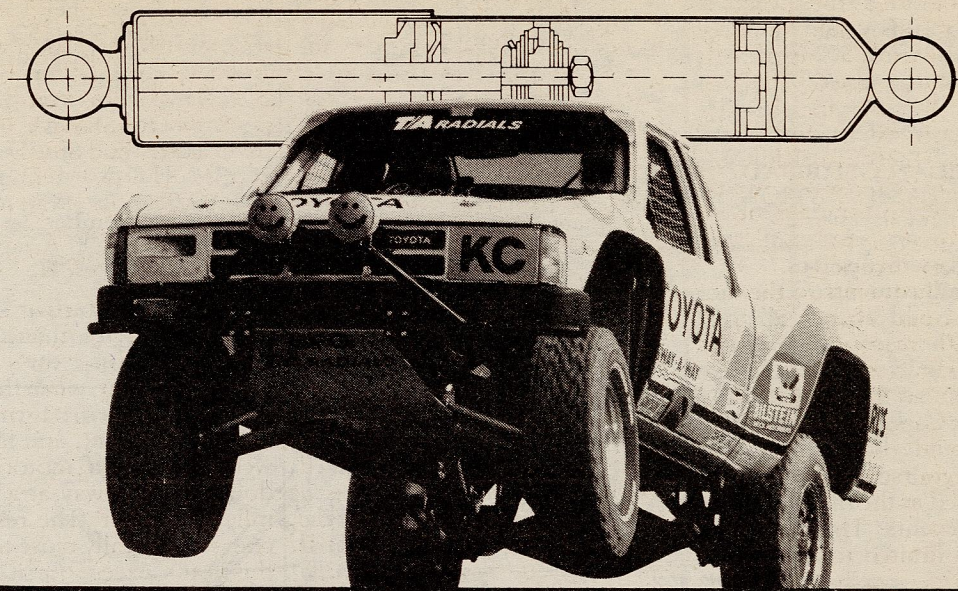
"Rallies provide an ultimate test for drivers and machinery over rugged roads, which the drivers, for the most part, have never seen before," Unger explained.

As many as 20 factory teams from the U.S. and overseas are expected to compete in the rally. The course will include the downtown streets of Olympia, Tumwater, Shelton, Aberdeen, Tenino and Tacoma. The finish line is at the Washington State Capitol building in Olympia.

Factory teams from Audi, Lancia, Peugeot and Mazda are among those expected to compete along with Toyota "Group A" Corolla GT-S entries.

# BILSTEIN

### THE ORIGINAL GAS PRESSURE SHOCK ABSORBER



## WINNERS ON BILSTEIN SPEAK FOR THEMSELVES

**Ivan Stewart**  
1st Place, Class 7  
Mint 400

*"Never before have I had so much confidence in a shock. After extensive testing and numerous races on the same set of Bilsteins, I am very pleased by their excellent performance and reliability."*

**Ray Aragon**  
1st Place, Class 10  
Laughlin Desert  
Challenge 1984

*"We finished 2nd at the Cal City 12-hour in 1983, 1st in Class 10 at the Parker 400 1984, and 1st in Class 10 at the Laughlin Desert Challenge 1984 all on the same set of Bilsteins with no failures."*

**Jerry Leighton**  
1st Place, Class 10  
Fireworks 250 1984

*"The shocks worked super; no such thing as broken or leaking shocks with Bilstein."*

**Jim Wright**  
1st Place, Class 2  
Mint 400

*"By far the most important parts on any off-road vehicle are the shocks. Using Bilsteins is like cheating."*

For further information and special off-road applications contact Tom Hoke at BILSTEIN Corporation of America, 11760 Sorrento Valley Road, San Diego, CA 92121. 619/453-7723.





# 1985 HAPPENINGS...

**A.D.R.A.**  
Arizona Desert Racing Association  
1408 East Granada  
Phoenix, AZ 85006  
(602) 252-1900

**July 13**  
Flagstaff High Country 150  
Flagstaff, AZ

**August 31**  
8th Annual Giant Off  
Road Centers  
Snowflake Buggy Bash  
Snowflake, AZ

**October 19**  
9th Annual Penasco 150  
Rocky Point, Mexico

**December 7, 1985**  
9th Annual Sonoita to  
Rocky Point  
Hare 'n Hound  
Sonoita, Mexico

**January 11, 1986**  
Annual Awards Banquet  
Phoenix, AZ

**AMSA**  
American Motor Sports Association  
P.O. Box 5473  
Fresno, CA 93755  
(209) 439-2114

**August 31-  
September 1**  
24 Hour World  
Championship Desert  
Endurance Race  
California City, CA

**October 26**  
California 500  
Palm Springs, CA

**AMERICAN OFF ROAD  
RACING ASSOCIATION**  
John Ohanesian  
P.O. Box 31811  
Phoenix, AZ 85046  
(602) 867-4769

**BAJA IN WISCONSIN  
OFF ROAD SERIES**  
Kevin Dawson  
Rt. 3, Box 895  
Lake Geneva, WI 53147  
(414) 248-8566

**July 13**  
Lake Geneva Raceway

**August 10**  
Lake Geneva Raceway

**August 24**  
Lake Geneva Raceway

**BANZAI OFF  
ROAD CENTER**  
Bryan Christensen  
2729 No. 62nd  
Omaha, NE 68104  
(all events at Riverfront  
Motorsports Park)

**July 21**  
Sportsman - Odysseys - 3 Wheelers

**August 18**  
Sportsman - Odysseys - 3 Wheelers

**September 8**  
Sportsman - Odysseys - 3 Wheelers

**October 6**  
Flanders Day -  
Sportsman Season Finale

**BERRIEN AUTO  
CROSS SERIES**  
Coordinator - Gil Parker  
7406 S. 12th St.  
Kalamazoo, MI 49009  
(616) 375-1233

**July 6-7**  
Sugar Camp Challenge  
Sugar Camp, WI

**July 12**  
Santa Fe Speedway  
Chicago, IL

**July 20-21**  
U.P. Off Road 100  
Bark River, MI

**July 27**  
Macon County Fair  
Decatur, IL

**August 4**  
Parragon Raceway  
Parragon, IN

**August 17**  
Red Bud Trail  
Buchanan, MI

**August 24**  
Motorsports Challenge  
Casey, IL

**August 31-September 1**  
Brush Run 101  
Crandon, WI

**September 21-22**  
Dixie Autocross  
Birch Run, MI

**COBRA RACING**  
P.O. Box 19407  
Oklahoma City, OK 73119  
(405) 232-4231 - (405) 685-3450  
(All off road races will be held at the  
59th & Douglas track, Oklahoma  
City.)

**FORDA**  
Florida Off Roaders  
Drivers' Association  
5349 Hansel Ave., C-1  
Orlando, Florida 32809  
(305) 851-6245

**July 7**  
Cracker 150  
Crowder Pits  
Tallahassee, FL

**August 11**  
Hollywood Speedway  
Hollywood, FL

**September 1**  
Tallahassee 150  
Crowder Pits  
Tallahassee, FL

**October 13**  
Hollywood Speedway  
Hollywood, FL

**November 3**  
Brevard Co. Off Road Park  
Sharpes, FL

**December 1**  
Brevard Co. Off Road Park  
Sharpes, FL

**January 5, 1986**  
Florida State  
Fairgrounds Speedway  
Tampa, FL

**February 2, 1986**  
Citrus Co. Speedway  
Inverness, FL

**March 21-23, 1986**  
Florida 400  
Crowder Pits  
Tallahassee, FL

**FUDPUCKER  
RACING TEAM**  
250 Kennedy, #6  
Chula Vista, CA 92011  
(619) 427-5759

**August 10**  
Superstition 250 II  
Night Race  
El Centro, CA

**GORRA**  
Georgia Off Road  
Racing Association  
Box 11093 Station -A  
Atlanta, GA 30310  
(404) 927-6432

**July 28**  
100 Mile Race  
Atlanta, GA

**August 25**  
50 Mile Race  
Atlanta, GA

**September 8**  
100 Mile Race  
Montgomery, AL

**September 22**  
50 Mile Race  
Atlanta, GA

**October 27**  
100 Mile Race  
Atlanta, GA

**GREAT WESTERN  
POINTS SERIES, INC.**  
1507 South Lincoln  
Loveland, CO 80537  
CORRA (303) 669-4460  
DORRA (303) 429-1949  
RMORRA (303) 597-8239  
WKR (913) 332-3402

**July 14**  
CORRA/DORRA  
Berthoud, CO

**August 4**  
CORRA/DORRA  
Berthoud, CO

**August 25**  
CORRA/DORRA  
Berthoud, CO

**September 8**  
CORRA/DORRA  
Berthoud, CO

**September 22**  
RMORRA  
Colorado Springs, CO

**October 5-6**  
WKR  
Championship Race  
St. Francis, KS

**HDRA**  
High Desert Racing Association  
961 West Dale Ave.  
Las Vegas, NV 89124  
(702) 361-5404

**July 5-7**  
Fireworks 250  
Barstow, CA

**September 6-8**  
Frontier 500  
Las Vegas to Reno, NV

**December 6-8**  
Frontier 250  
Las Vegas, NV

**HODAG 50**  
Information (715) 362-6550

**August 3-4**  
Hodag 50  
Rhineland, WI

**IOK FOUR WHEELERS**  
P.O. Box 36  
Cleveland, Ohio 45002  
(All events staged at  
the club grounds in  
Cleveland, Ohio)

**July 14**  
Kiss Point Series Drags

**August 23-26**  
Gravelrama XV

**October 6**  
Kiss Point Series Drags

**MAJOR AUTOMOTIVE  
ATTRACTION**  
P.O. Box 3741  
Orange, CA 92665  
(714) 997-2247

**August 25**  
Perris Raceway  
Perris, CA

**September 22**  
Perris Raceway  
Perris, CA

**October 20**  
Perris Raceway  
Perris, CA

**MANUFACTURERS'  
CUP SERIES**  
Angus Motorsports  
Number One Main St.  
Las Vegas, NV 89101  
(702) 386-2110

**September 7-8**  
Sierra Nevada Rally  
Sonora, CA

**December 21-22**  
United States Rally  
Las Vegas, NV

**MICKEY THOMPSON'S  
OFF ROAD  
CHAMPIONSHIP  
GRAND PRIX**  
Mickey Thompson  
Entertainment Group  
53 Woodlyn Lane  
Bradbury, CA 91010  
(818) 359-5117

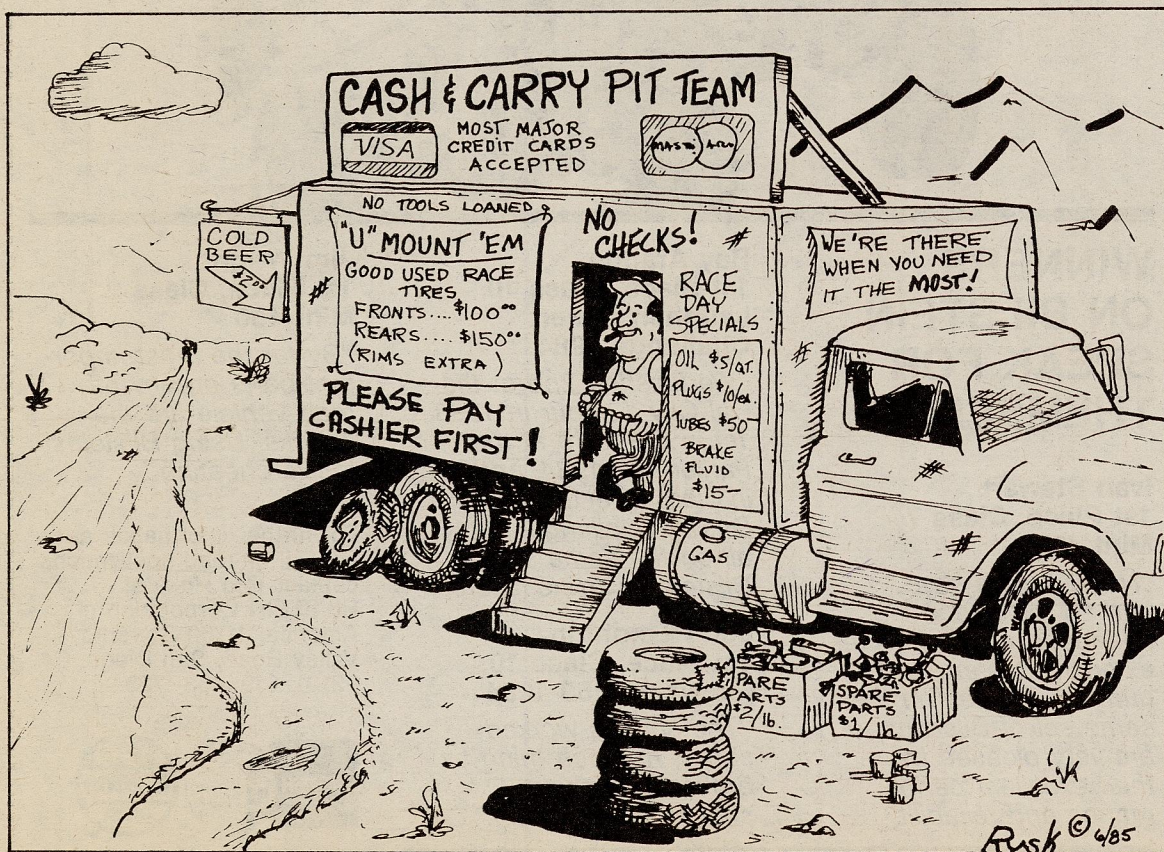
**July 20**  
L.A. Coliseum  
Los Angeles, CA

**September 14**  
Orange Show Fairgrounds  
San Bernardino, CA

**MORE**  
Midwest Off Road  
Racing Enthusiasts  
P.O. Box 181021  
Fort Worth, TX 76118  
(817) 577-1102

**July 5-6**  
Cowtown Speedway  
Fort Worth, TX

**August 2-3**  
Cowtown Speedway  
Fort Worth, TX





**September 6-7**  
Cowtown Speedway  
Fort Worth, TX

**October 4-5**  
Cowtown Speedway  
Fort Worth, TX

**ORSA**  
1920 Crown Ave.  
West Sacramento, CA 95691  
(916) 372-4257

**July 20-21**  
July Sizzler Sand  
Drags Off Road  
Marysville River Front Park  
Marysville, CA

**August 17-18**  
Twilight Invitational Race  
Marysville River Front Park  
Marysville, CA

**September 28-29**  
(Rain Date October 26-27)  
ORSA Championship Race  
Marysville River Front Park  
Marysville, CA

**October 5-6**  
ORSA/NSCA National  
Championship Points Race  
Marysville River Front Park  
Marysville, CA

**PRO CAN AM SERIES**  
Pro Can Am Racing Inc.  
P.O. Box 323  
Seahurst, Washington 98062  
(206) 242-1773  
(503) 620-0313

**August 16-18**  
Location to be announced

**September 27-29**  
Millican Valley 400  
Bend, OR

**SCCA PRO RALLY SERIES**  
Sports Car Club of America  
6750 Emporia St.  
Englewood, CO 80112  
(303) 779-6625

**July 4-7**  
Olympus International  
Pro Rally  
Tumwater, WA

**August 16-September 20**  
Ralle Michigan Pro Rally  
Battle Creek, MI

**September 21-22**  
Budweiser Forest Pro Rally  
Chillicothe, OH

**October 25-27**  
Budweiser Press On  
Regardless Pro Rally  
Houghton, MI

**November 16-17**  
Oregon Trail Pro Rally  
Beaverton, OR

**December 6-8**  
Carson City  
International Pro Rally  
Carson City, NV

**SCIDA**  
Vince Tjelmeland  
5226 Norris Lane  
Yorba Linda, CA 92686  
(714) 779-6889

**July 7**  
Ascot Speedway  
Gardena, CA

**July 21**  
Ascot Speedway  
Gardena, CA

**October 19**  
Ascot Speedway  
Gardena, CA

**SCORE**  
Score International  
31356 Via Colinas, Suite 111  
Westlake Village, CA 91362  
(818) 889-9216

**August 16-18**  
Off Road World Championship  
Riverside International Raceway  
Riverside, CA

**November 8-9**  
Baja 1000  
Ensenada, B.C., Mexico

**SCORE CANADA**  
390 Chemin Du Lac  
Lery, Quebec,  
J6N 1A3, Canada  
(514) 692-6171

**July 27-28**  
Peterborough, Ontario

**September 7-8**  
Thetford Mines, Quebec

**September 28-29**  
Middletown, New York

**SILVER DUST RACING  
ASSOCIATION**  
P.O. Box 7380  
Las Vegas, NV 89125  
(702) 459-0317

**August 17**  
Nevada 300  
Pioche, NV

**November 16**  
Silver Dust 400  
Henderson, NV

**SNORE**  
Southern Nevada Off  
Road Enthusiasts  
P.O. Box 4394  
Las Vegas, NV 89106  
(702) 452-4522

**July 27-28**  
Holiday Casino & KC  
Hilites Midnight Special  
Las Vegas, NV

**September 27-29**  
Holiday Casino & KC  
Hilites Snore 250  
Jean, NV

**November 23**  
Points Race  
Las Vegas, NV

**SUPERIOR OFF ROAD  
DRIVERS ASSOCIATION**  
460 No. Beaumont Ave.  
Brookfield, WI 53005  
(715) 272-1489

**July 6-7**  
Sugar Camp  
Off Road Challenge  
Sugar Camp, WI

**July 20-21**  
U.P. Off Road 100  
Bark River, MI

→ → → → →

## OVER THE SCREAM OF RACING ENGINES ... HEAR WHISPERS FROM THE PAST



HDRA's

# FRONTIER 500

introduces the

## OLD WEST

September 6-8, 1985

**FRONTIER**

HOTEL & CASINO LAS VEGAS, NEV.

**YOKOHAMA**  
Performance Radials

**Coors**

Legends like **Wyatt Earp**  
helped build Nevada...  
Relive a slice of history on  
the longest and roughest  
Off-Road Race Course in the U.S.A.

**HDRA**

High Desert Racing Association  
961 West Dale  
Las Vegas, NV 89124  
(702) 361-5404

**NISSAN**

OFFICIAL VEHICLE OF THE  
1985 HDRA SERIES



August 3-4  
Hodag 50  
Rhinelander, WI

August 31-September 1  
Brush Run 101  
Crandon, WI

September 21-22  
Colorama 100  
Sugar Camp, WI

TRIPLE CROWN  
POINTS SERIES  
Brush Run 101  
P.O. Box 101  
Crandon, WI 54520  
(715) 478-2430

August 31-September 1  
Brush Run 101  
Crandon, WI

VORRA  
Valley Off Road Racing Association  
1833 Los Robles Blvd.  
Sacramento, CA 95838  
(916) 925-1702

July 20  
The Ingold Short Course Classic  
Baylands Raceway Park  
Fremont, CA

September 1-2  
Dayton/VORRA 300  
Dayton, NV

September 28-29  
VORRA Bonus Points Race  
Millican Valley 400  
Bend, OR

October 13  
Championship Off Road Race  
Prairie City OHV Park  
Sacramento, CA

WESTERN OFF ROAD  
RACING ASSOCIATION  
19125 - 87A Ave.  
Surrey, British Columbia,  
V3S 5X7, Canada  
(604) 576-6256

July 13  
Labatt's Supercross  
Commonwealth Stadium  
Edmonton, Alberta

July 21  
Mt. Cheam Raceways.  
Rosedale, B.C.

August 22  
Labatt's Supercross  
Stampede Park  
Calgary, Alberta

August 25  
Mt. Cheam Raceways  
Rosedale, B.C.

September 15  
Mt. Cheam Raceways  
Rosedale, B.C.

October 13  
Mt. Cheam Raceways  
Rosedale, B.C.

#### ATTENTION RACE ORGANIZERS

List your coming events in DUSTY TIMES free! Send your 1985 schedule as soon as possible for listing in this column. Mail your race or rally schedule to: DUSTY TIMES, 5331 Derry Ave., Suite O, Agoura, CA 91301.

## more... TRAIL NOTES

sponsorship and substantial extra purse money from the Holiday Inn Casino, Center Strip, the Midnight Special will have a handsome purse for the night racers this year, and it is augmented by the long distance sponsorship of Yokohama Tires and on-going sponsorship from KC Hilites. The race activity is all on the Saturday, with tech and contingency inspection during the day in the front parking lot of the Holiday Inn. When evening comes the drivers will face an all new course, a real challenge to their night vision. The new race site is somewhere near Searchlight, Nevada, and with fresh terrain, the Midnight Special should provide a real challenge to local racers and outlanders alike.

**CANADIAN CAPERS.** The Shuswap 400, formerly the Kamloops 400 is happening in beautiful British Columbia on July 27-28. It is a 400 kilometer race through the woods for the Pros, and 200 kilometers of racing for the Sportsman classes. Most four wheel off road classes are scheduled for the event and it sounds like a dandy. Get further information from the Shuswap Off Road Racing Association, Comp. 4, Site 9, RR #1, Chase, British Columbia, Canada VOE 1MO or call Bob Nyeste at (604) 374-7175.

Also coming up in western Canada are the pair of BFGoodrich sponsored stadium races sanctioned by W.O.R.R.A. On July 13 the action is open to Classes 1 and 10 in the Commonwealth Stadium in Edmonton, Alberta, and the same classes will run on August 22 at Stampede Park in Calgary, Alberta. Get all the details on these two events from W.O.R.R.A., 19125 87A Ave., Surrey, B.C., Canada V3S 5X7 or call (604) 576-6256.

**INTREPID JOE STEPHAN,** DUSTY TIMES northern California correspondent, got a rude awakening last month. A fire in his duplex, started by a wiring fault in the unit next door, consumed a great volume of his memorabilia collected over the years from all forms of motor racing. Gone forever was his collection of over 10,000 car magazines and race programs, plus an extensive model car collection that Joe built himself over the years. Fortunately his photo files were stored in another location. Joe wants everyone to be a bit more aware of the hazards of fire, and reminds folks that keepsakes along with valuables need to be carefully stashed, instead of stuffed in the garage like most of his lost treasures were.

**THE CENTRAL CALIFORNIA ASSOCIATED RACERS** have canceled the bulk of their remaining schedule for 1985. While they are still hoping to acquire sponsorship for the Tulare Fair date, the series is no more. Dick Bower told his members that lack of interest from the racers hurt the entry, and the lack of full fields of cars hurt the spectator count. Dick effort along his thanks to all who helped the Tulare races with their time and effort and their entries, and he sends his regrets about canceling the future dates. Dick says he can no longer fund the events with few entries and fewer spectators out of pocket. Our sympathy goes to Dick who put so much effort into the series.

Reports from other short course series in the southwest bear out the problems Dick had garnering a good entry. In California and Arizona the short course cars are not coming out for the events in good numbers lately. It is curious, but a fact, that 1985 has not been a decent year so far for the smaller short course promoters. But, the desert events all seem to be well up on entry numbers.

**THE FRONTIER 500** has a firm format right now, and it might be a disappointment for the devoted point to point racers. The 500 will not go into the Reno/Carson City area in 1985. The route will take its usual trails north to Gabbs, then wind back through several more small towns in central Nevada before heading into the Las Vegas area finish. It is going to be a long race, gang, a lot more miles than in the past, and the giant loop should prove a real challenge to all classes in the race.

**THE MINT 400 BOARD GAME** is a whole lot of fun and it can produce all the same situations one encounters in off road racing. We finally got a group together to play the game last month, and it was a real gas. A lot of thought went into the wording on the cards that simulate the crazy things that happen to folks while both pre-running and racing. All the trials of the great wilderness are on tap in the cards. As advised we opted for no more than a two lap race, since we started after dinner. While we all bought everything we could on the first leg, which is when you buy all the parts you might need to build a car and have race ready spares, none of us bought enough. We should have made another lap or two on the building section before starting the pre-run.

Personally we blew two engines on the pre-run section, had no engine card and went through a fortune buying the engines after the fact. Once on the race course we blew another engine, and, while having plenty of cards to handle any other parts, we still didn't have a spare engine. So, we sold a truck at a loss to another player, got the money to buy the third engine, and then lucked out with the dice. We didn't land on any more disaster cards, and ending up winning the two lap race. This game is really neat, especially if your family and friends are familiar with off road racing, since many of the frustrations as well as the joys of desert racing are well woven into the board game.

**MARTIN HOLMES,** our distinguished world traveling rally correspondent, has a new book in print. The 1984 edition of the "World of Rallying" is the seventh in the series of annual reviews by Holmes of the World Rally Championship, the European Championship, and most of the national series. The photos are spectacular, the statistics staggering. Holmes delves into the four wheel drive revolution also, the total traction that has changed the face of international rallies. The book is available from Albion Scott Motorbooks, 48 East 50th St., New York, New York 10022.

**LATE RACE RESULTS** from the BFGoodrich Challenge Cup, for Class 10 cars, at the Toronto, Ontario, Canada stadium reveal that Dave Lofland, from Palmyra, New Jersey was the winner. Joe Hofmann, from Tonawanda, New York was second, and Mike Parker, from Kalamazoo, Michigan, was third. The best placed Canadian was Bill Lefevre, from Limehouse, Ontario, in fourth. Get the full story in the August issue of DUSTY TIMES.

**THE MTEG STADIUM RACE** at the Orange Show Fairgrounds was a smash hit, with a turn-a-way crowd, many of whom were fairly unhappy when they couldn't get in for love nor money. The course was keen, and the drivers really like it. The audience, packed like sardines into a pair of grandstands, were close enough to the action to see the drivers' faces in the cars, and smell the burning rubber and hot oil. When it was all over Marty Tripes was top dog in Class 1, and Frank Arciero was the Class 10 winner. Craig Durfee won the Ultra Stock bash, while Jeff Huber took home the mini truck victory to Esslinger Engineering and Ford. Watch for the full report next month.

### BFGOODRICH 6-50 CLUB REPORT

## Three Class Winners in Baja

By Jean Calvin

There were 13 known 6-50 Club racers among the 157 starters in cars at the Score Baja Internationals last month. Six of them finished the long, beastly hot run back and forth across the peninsula. This is a better finishing average than the entire car entry by several points. The contest among the 6-50 points leaders got much tighter after the results were toted from this middle event in the nine race points series.

Doing the very best of all the "viejos" was Jack Irvine. With co-driver Kit Trenholm, Jr., the Parker winning pair, who haven't had much luck since then, put together a nearly wire to wire victory in Class 10. They went so fast over the 447 miles that they placed a fantastic second overall, earning kudos from everybody on hand.

One of the older guys in the 6-50, Mike Leon, who lists his age as 65, did the impossible. He scored a repeat victory in Class 7S, following his impressive debut last November in the class, which he won in the Isuzu Pu'p. Mike and co-driver

Javier Tiznado did the number on the 14 car field again in June, and won by a considerable margin in the same truck.

Three 6-50 drivers started in Class 2, with mixed results. Holding up the honor of the corps, Corky McMillin, with son Scott co-driving, came back from early troubles to take a solid second in Class 2, only three minutes out of the victory. However, neither Jim Temple or Len Newman reached the half way point in the race. Class 1 had two starters from the group, and again, neither Gregg Symnds nor Bob Renz got half way through the fray before retiring.

Gene Hightower got the victory in Class 3, with Kirby Hightower co-driving the Jeep CJ 7. Although the Hightowers were well out of the time limit when they crossed the line in Ensenada, they were scored through Check 8 and earned the victory. In Class 4 Vern Roberts and Bill Donahoe had plenty of problems, but they herded the Jeep Honcho around to a very respectable third place finish.

In the restricted engine classes, William and Steve Taylor did a great job in the biggest class in the race, taking a very strong third place in the 5-1600 contest. But, neither Henry Arras or Thomas Rogers finished, Rogers going out before Nuevo, and Arras vanishing from the scene in the hot desert. Our lone starter in 1-2-1600, David Christian, with Richard Yerger co-driving, had plenty of trouble, but they kept moving to finish ninth in the class where ten of the 17 starters finished, with only a four hour spread among all ten.

The 6-50 Club drivers did a fantastic job in Baja. With just 13 starting the race, they scored three class wins, a second and two thirds. Experience sure counted this year in Baja, especially when the weather was truly awful, both extra hot and extra dusty.

The points race is about as close as it can get with five of the nine events for 1985 in the record books. Henry Arras still leads with 208, but Corky McMillin has closed the gap and is now merely three points behind. With 169 points, Vern Roberts is holding third, just six points ahead of Jim Temple, and Jack Irvine is only another eight points down the list.

Rounding out the top ten, Frank Snook is sixth with 123 points and Gene Hightower has 114. Andy Devercelly is holding 109 points, followed by Stan Parnell at 95 and Dave Girdner at 85. At this point in the season it is too early to figure which events will be discarded by the leaders. Remember, only the best six events for each driver out of the nine on the schedule count for the year end total points, so both no starts and DNF's, which count five points, can become a factor in December.

Still to come are the Fireworks 250, the Frontier 500, the Baja 1000 and the Frontier 250, so the points battle is still a wide open contest. For more information on the 6-50 Club, open at no cost to any driver of record in a four wheel class in the desert, contact Jean Calvin, 5331 Derry Ave., Suite O, Agoura, CA 91301. If you turned 50 recently, let us know so you will get credit for the coming races.

### ATTENTION DESERT RACERS

DUSTY TIMES has contingency money posted at all Score and HDRA desert races. Check it out on contingency row — Two different classes each event.

THE WRIGHT PLACE • EL CAJON, CA

**SUMMERTIME  
FUN!  
SUPERSTITION  
250  
II  
SATURDAY NIGHT  
AUGUST 10, 1985**

INFO:  
DAYS: JEFF WRIGHT  
(619) 561-4810  
EVENINGS: FUD  
(619) 427-5759

1ST OVERALL 1984 SUMMITTY CLASS 5 • PLASTER CITY, CA • IMPERIAL COUNTY

START 6:00 P.M. • ENTRY FEE \$250 + INS • 4 TIMES AROUND A 60 MILE LOOP

FUDPUCKER RACING TEAM



# **FIRESTONE SCORCHES THEM AGAIN.**

***Firestone ATX Radial 23° tires beat everyone  
in Class 7 and Class 8 at the Baja Internacional.***



**A**t this year's S.C.O.R.E. Baja Internacional, the sun came along for the ride. And it never quit, driving temperatures above 130° to make one of the toughest off-road racing courses even tougher.

But not too tough for Firestone's ATX Radial 23° off-road tires as once again they took on the heat and the hits to take Manny Esquerra to yet another Class 7 win.

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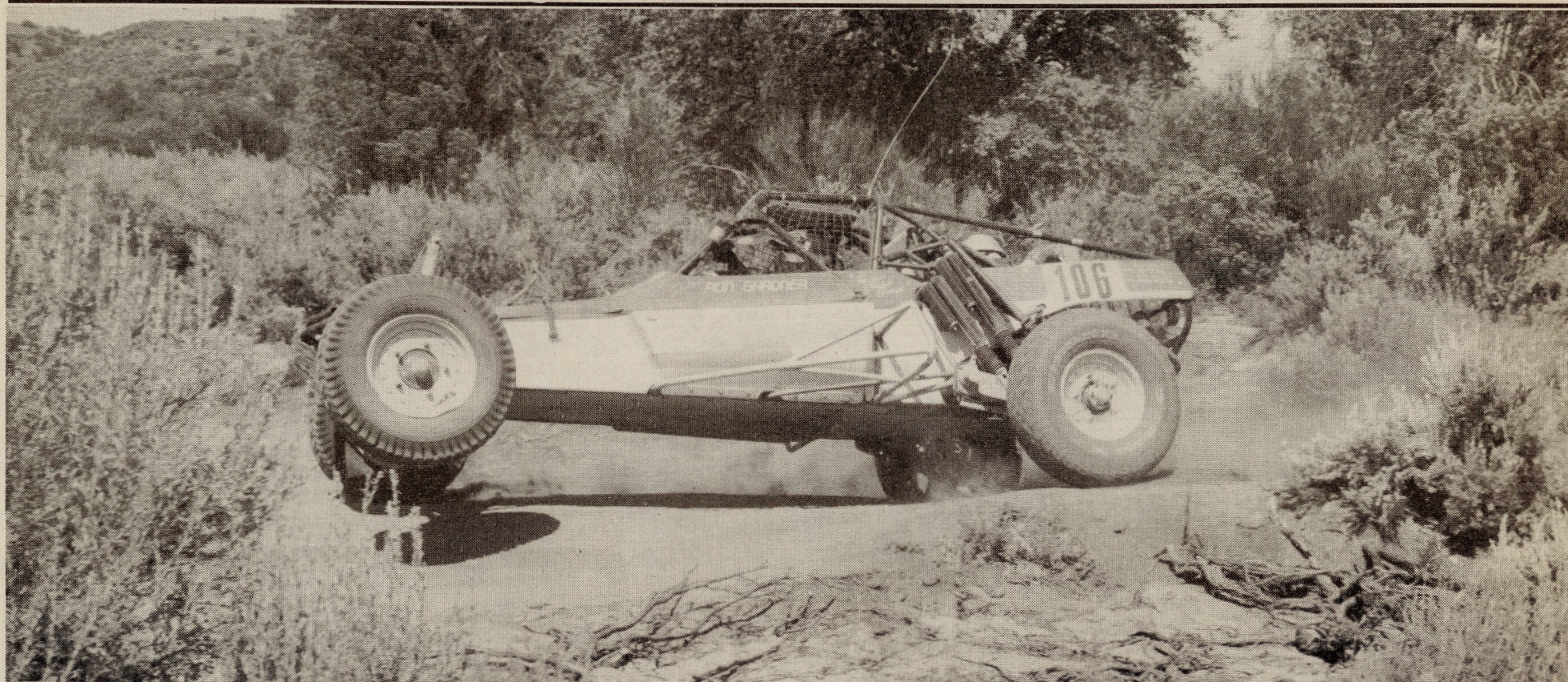


**Firestone**  
**ATX Radial 23°**



# The Score Baja Internacional

By Jean Calvin  
Photos: Trakside Photo Enterprises



*Like aged wine, the older Funco performed beautifully for Ron Gardner and Bud Feldkamp, as the pair sped over the scorching terrain to a fantastic first overall and the Class 1 victory.*

The Score Baja Internacional returned to its rightful home in Ensenada, Baja California last June after a year's hiatus. Land use difficulties on the peninsula forced the race into a hasty move to the Lucerne Valley in California last year. Although fog shrouded Ensenada in the mornings, it was typical June weather, and the Baja devotees seemed pleased to be back for the race everyone still calls the "500".

There were few changes to the traditional format of the event. Even the route was much the same insofar as the roads used, but they were strung together a bit differently this round. The outbound course wound through the swampy bushes and thick trees of Tres Hermanos en route to the summit, and the inbound route put the heat weary racers through the cool of the pine forest above Ojos Negros.

As always, the Friday registration took place at the Bahia Hotel, and contingency row was again set up in the Riviera Convention Center parking lot. Contingency row was heavily attended this year, triple the manufacturers were on hand over last November, which is encouraging to all. New was the hastily assembled impound area on the south side of the Convention Center. The Navy chose June as the time to rip up their back yard, with bulldozers moving tons of rock, so the security of the guarded and fenced Navy Yard impound was not available this year.

Again the impact of the combined HDRA and Score desert points series made an impact on the entry. A substantial 157 cars started the race, up 20 from 1983, and this despite all the unfounded rumors of big troubles in Mexico for gringos. To qualify that statement, there were no

troubles visible in Ensenada beyond the usual traffic tickets and motel robberies. The local people seemed as friendly as ever, wildly interested in the race, and the same hordes of youngsters crowded into contingency row looking for any souvenirs available.

Sure, the usual man made ditches and special jumps were

Hopefully, Score will return to posting the full story on the tote boards for anxious pit crews as well as other interested parties for the November running of the Baja 1000.

While the coastal fog still hung over the ocean front boulevard as the eleven Class 1s lined up to start the car section of the race around 7:30 a.m., the sun was

drowned out engine in the wash out of Ensenada, Ivan Stewart was another two minutes off the pace, and it was some contest as the troops headed for the summit!

The long hot stretches in the deep sand en route to El Chinero took a heavy toll in Class 1. Here Larry Noel was first on the road

tied at seven hours flat here, but Brant failed to show at the finish line.

Feldkamp, a long time Baja racer, picked up more time on the homeward legs, and he brought the eight year old Funco across the Ensenada finish line first in Class 1 and overall with a total time of 9:09.05. It was the fifth overall win in Baja, the third on this race, for Bud Feldkamp, the others coming in partnership with Malcolm Smith. It was the first time Ron Gardner recorded an overall Baja victory, and the two dentists both displayed badly blistered hands from the lack of power steering, but they didn't care at all.

Tom Koch got up to second spot around Ojos Negros, but his electronic ignition went out, and he dropped to fifth at the finish line. Ivan Stewart, claiming mainly a couple of flat tires for late breaking troubles, put together some good legs and climbed into second in class, fourth overall with a 9:33.42 time. Larry Noel, also driving alone, was third, another 25 minutes down with late woes, and Mark McMillin, and co-driver Ralph Paxton who had his troubles including some time in a ditch, finished fourth.

Departing from tradition in Baja, Class 10 was second off the line, a tribute to their overall high placings in recent races. While the usual horde of unlimited 1650 cc cars failed to show, the eleven that started were a tough crew, and eight of them made the finish line.

Starting first, the Jack Irvine/Kit Trenholm Parker winning Raceco stayed in front of the pack to Nuevo Junction, coming through first with quick time of 1:57.30. About six minutes back in the dust was the Raceco of Steve Sourapas and Dave Richardson, the Mint 400 winners. Following in less than a minute was the Funco of Roger

## The Flying Dentists, Ron Gardner and Bud Feldkamp, Beat the Torrid Baja Course for First Overall in an Aging Funco!

on the course near Ensenada, but it would hardly seem a Mexican race without those race day surprises on course. Still, a number of Baja regulars stayed home, more among the motorcycle engined entry than among the four wheel folk. But, perhaps the points series works against the bikers, since all the races are not open to them. With a total entry in the 11 bike engined classes numbering 56, the total number of starting vehicles came to 213, a sum that brought smiles to the faces of Score officials.

This round the handy checkpoint by checkpoint times listed on the traditional tote boards in the Bahia Hotel were nowhere to be seen, so finding out who was leading who and where was hard to discover. Only times from Nuevo Junction outbound and the Mike's Sky Ranch check inbound, Checks 2 and 7, appeared on the results, and a few interim times were stated in the press notes.

bright on the east side of Ensenada. Although slim in number, Class 1 was heavy with potential winners. On hand was the Porsche powered trio, Mark McMillin, Chenoweth, Larry Ragland, Chaparral, and Gregg Symonds, ORE, along with many time Baja winner Ivan Stewart, Toyota, Jack Johnson, Chenoweth, Tom Koch/Don Robertson, Raceco, Larry Noel, Chaparral, and the dark horse entry of Ron Gardner and Bud Feldkamp in the older Funco.

The Class 1s ran in a single dust cloud all the way to Check 2; for sure it was a dusty run in the early legs, with not a drop of breeze in the farm country or through the canyons. Here Larry Ragland had a skinny lead of under a minute over Larry Noel, the two Arizona drivers holding about four minutes on both Jack Johnson and Ron Gardner. Gregg Symonds, Bob Renz, Ron Brant and Tom Koch were just over the odd minute further back. Recovering from a

and on time, running about five minutes ahead of Gardner. According to the results, Ragland, Johnson, Symonds and Renz all failed to get this far, but six were still in close contention.

Midway at the San Felipe Zoo, Noel was still first on the road and on time with a total time of 4:49.30. Next through was the Gardner/Feldkamp Funco, and Bud took over the driving chores, without power steering that went away in the deep sand. Bud was also sitting in a pool of spilled gasoline from the San Felipe refuel, but he carried on valiantly.

Into the cooler climate of Mike's Sky Ranch the picture changed in Class 1. Feldkamp was now first on the road with total time of 6:15. The Koch/Robertson Raceco was next, about nine minutes back and eight minutes ahead of Ivan Stewart, who had about five minutes on Larry Noel. Ron Brant and Mark McMillin, each having some down time, were



Mortenson and Russ Welch, holding more than a minute on Dwight Lundell, in his new Dirtrix powered by a Rabbit engine. The pack was several minutes further back.

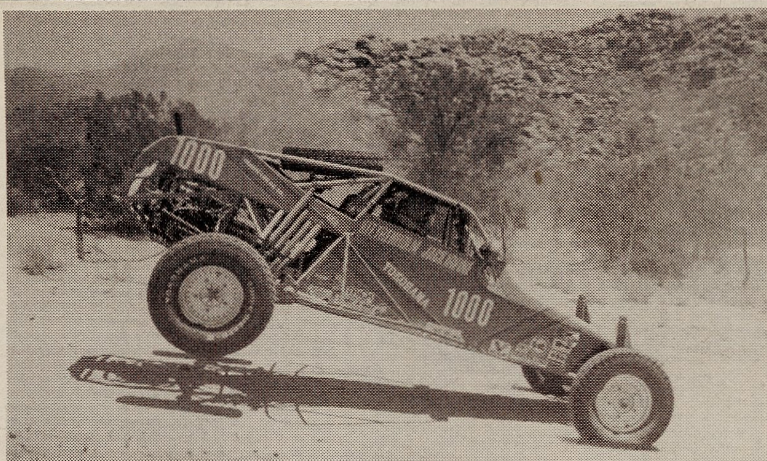
Moving on to El Chinero, Irvine/Trenholm held their lead by four minutes over Sourapas/Richardson, and fuel and driver change stops on the gulf coast did little to change the standings. By now the Irvine Raceco was running second overall!

On across the hot, 115° reported, Diablo Dry Lake to the Sky Ranch, Sourapas/Richardson led Irvine/Trenholm by a minute at Check 7. Nearest to the flying duo here was the Mortenson/Welch Funco, about 20 minutes back, but 12 minutes ahead of Lundell, who had around ten minutes in hand over Marty Reider, Raceco, and nine were still moving fast.

Bound for home, Sourapas got tangled up with a stuck spectator Jeep near Simpson's Ranch, and this Jeep caused other racers problems as well. But, Steve said later their main problem was a couple of guys who just went faster. The Class 10 victory went to Jack Irvine and Kit Trenholm, who picked up 16 minutes en route to the finish line and they scored a keen second overall. Sourapas/Richardson were 15 minutes back on total time, good for a fine third overall. Mortenson and Welch survived trans troubles, missing second and fourth gear at the finish, and they moved into third when they passed Lundell in a ditch. Reider also went by, and arrived just six minutes later for fourth. The unlucky Lundell was fifth, another nine minutes back at the flag.

The sky was getting brighter when the 14 Class 2 racers shot off the line and into the sewer ditches heading out of Ensenada. This entry was packed with potential winners, many former winners like Corky and Scott McMillin, Porsche/Chenoweth, Malcolm Smith, ORE Renault, Perry McNeil, Raceco, Bob Gordon/Tim Crabtree, Chenoweth, and other heavy hitters like Jerry Penhall/Matt McBride, Chenoweth, Jim and Mark Temple, Raceco, and Frank Arciero, Jr. in the Toyota pickup.

The whole field made it to Nuevo Junction, and Malcolm Smith led the charge with a 2:01 time. But, only five minutes back was Arciero, with Penhall/McBride on his bumper, and Bob Gordon a couple more minutes back. Dave Kreisler was right in



Jack Irvine and Kit Trenholm, Jr. had a great race, leading Class 10 most of the distance, winning the class and taking a fine second overall.



Scoring their first ever Class 8 victory, Michael Nesmith and Randy Salmont survived some severe body damage late in the race to take the victory.

Gordon's dust, followed in less than a minute by both the Temples and Dave Lewis/Dave Simpson. It was a fierce pace, too fierce to last through the hot side of the course.

At El Chinero Penhall and McBride were first on the scene, followed in six minutes by the David Kreisler/John Kruger Raceco. Moving on to Check 7, it was a new ball game. Now Arciero, with Cal Wells, Jr. listed as co-driver, had a firm lead in Class 2, about ten minutes over Corky and Scott McMillin, who were down a long time on the first leg, but recorded the fastest Class 2 times around the gulf side legs. At this point, no one else was close. Smith was out, Penhall and Kreisler both dropped a bunch of time, and Penhall vanished soon after this check.

Although the McMillins picked up about seven minutes, as did Bob Gordon on the dash to Ensenada, it was Frank Arciero, Jr. who brought Toyota their first desert win with a pickup in an unlimited class. Frank said he started the day by getting stuck in a ditch trying to pass other stuck cars off the start, then had a couple of flats, and finally hit a water puddle out of Ojos Negros

on the last leg that drowned out the engine. Frank said the win was a big boost to the Team Toyota morale.

McMillin and son finished a scant three minutes later, and the pair of Class 2s were fifth and sixth overall. Gordon and Crabtree came back from an hour's down time to finish third, merely six minutes ahead of Kreisler/Kruger. The Lewis/Simpson Mazda powered Raceco had lots of problems in the second half; but they struggled home fifth about five hours later, the last Class 2 finisher.

Next on the line was Class 8, numbering ten in Baja, and all but Tom Morris made it to Check 2, most in good time. Leading there was the Steve Kelley/Jon Nelson Chevy, by merely seconds over the Chevy of Jerry McDonald/Joe MacPherson, and Walker Evans, Dodge, was about four minutes back, already having oil pressure problems. Five big trucks bit the dust on the gulf coast loop, including Evans, who stopped for good out of Tres Pozos with engine woes. Up front at Chinero was Jerry McDonald, and 40 minutes back came Mike Nesmith and Randy Salmont, GMC. Steve Kelley was busy fixing things and Skip Kawell was way back.

At the Sky Ranch it was an all new race. McDonald ran out of gas on the beach road, then had a fan blade go through the radiator, which took some time to epoxy together. Up front here by 20 minutes was Nesmith, and Kelley was having steering problems, but was second on the road. At the flag it was the first Class 8 victory for Mike Nesmith and Randy Salmont, and they won by about 25 minutes over Steve Kelley and Jon Nelson. It was nearly an all GM show as McDonald made up time to

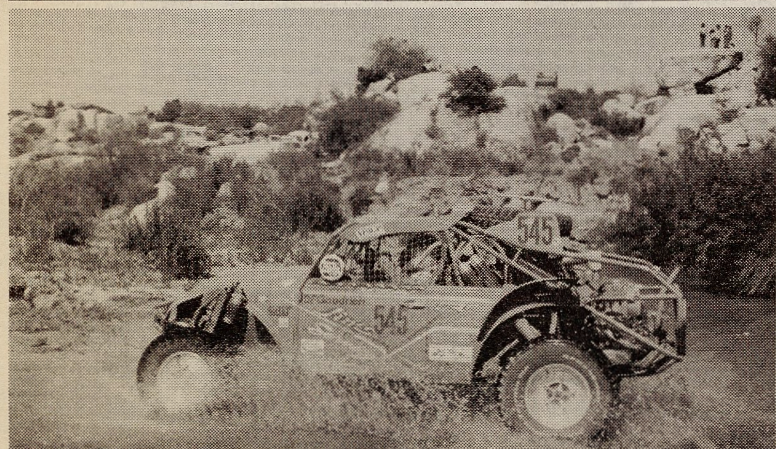


Frank Arciero, Jr. brought Toyota their first unlimited victory, as he ran close all day, won Class 2, and finished a fine fifth overall.

finish third, hours ahead of the Kawell Dodge.

Class 5 is one of the more healthy groups in desert racing this year, and they fielded a baker's dozen in Mexico, with half a dozen potential winners in super modified Bugs on the line. Jim Cocores/Dave Parsons set a sizzling pace to Nuevo in the

spidery Cocores convert, but, matching their ET of 2:06 was the Max Razo/Johnie Robison team. The always potent Malcolm Vinje/Mark Hansen combo, in their new Jimco built Bug, were just a minute off pace, with the equally potent Arizona team of Greg Diehl/Brad Person a couple → → → → →

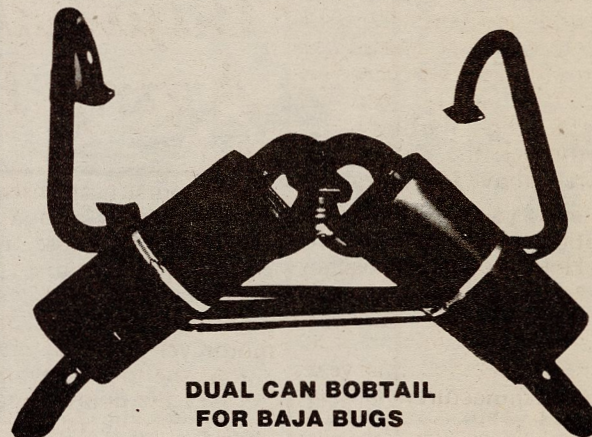
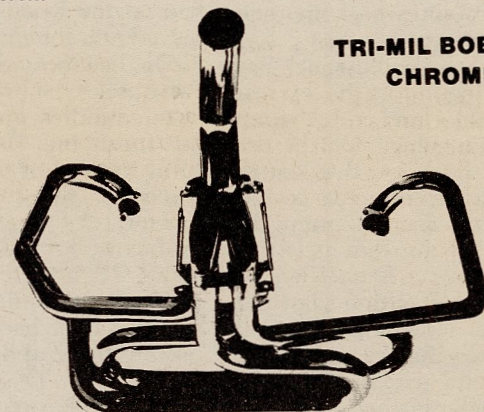


The competition was tight in Class 5 in the big entry, but Jim Cocores and Dave Parsons took the victory and also finished a great seventh overall.

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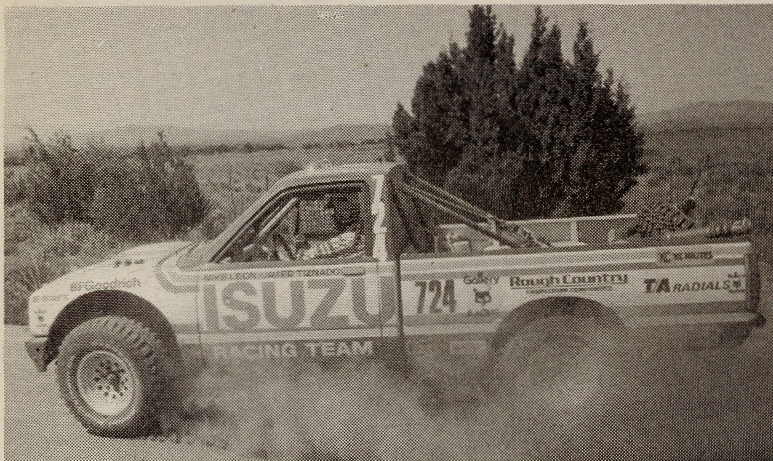
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Class 7S had several different leaders during the race, but when it counted Mike Leon and Javier Tiznado won again in Baja in the Isuzu pickup.



Class 9 is still hanging in there, and in Baja Jim Dizney ran alone in his Chenoweth to a resounding victory, winning by over an hour.



Rod Hall and Jim Fricker did their winning act again in the Class 4 Dodge, waxing the competition by a good two and a half hours at the finish line.



The desert foxes, Manny and Tudy Esquerro, outlasted the quick Nissans, and won Class 7 in the Ford Ranger, and they were the only finishers in class.

minutes back in their Dirtrix Bug.

Razo had the lead through San Felipe, but soon lost the left rear wheel, shocks and a CV joint among other things. On the run to Mike's the Vinje Bug lost its power steering, suffered a couple of flats, and at that point the Cocores/Parsons team had a two minute lead over Diehl/Person. Hartmut and Wolfram Klawitter were only ten more minutes back, and ten Bugs made it down the mountain to Trinidad. Not going much farther was the young team of Nick Firestone and Richard Carbajal, Jr., who

had engine woes that didn't get solved at a long pit stop.

On the inbound legs Cocores/Parsons set the hot time by close to ten minutes, and they crossed the finish line first in 9:55.20, good for a great seventh overall. Keeping them honest, the Klawitters had electrical problems, but whistled in second about 20 minutes back in the Jimco Bug. Vinje and Hansen wrestled their hard steering new car into third, about half an hour further out. Diehl/Person had their trouble on the last legs, a good hour's worth, but they salvaged fourth, followed by the

Razo Bug in fifth. Nine Class 5s finished the course for a fine performance.

A hefty 17 started in the 1-2-1600 battle, four retired early, but it was busy among the restricted engine buggies all the way to Check 2. The tightly packed class ran in clouds of dust in the early legs. At Nuevo Mitch Mitchell/Ray Croll, Jr. had a slim lead in their Neth, half a minute on both Larry Smith/Jon Kennedy, Raceco, and Richard Goldbaum/Pancho Bio, Frisk, who were half a minute ahead of Steve and Randy Bishop, who had half a minute on Patrick

Shea/John Alabaster, Raceco. A couple more minutes back was the Chenoweth of Bobby and Tom Neth, but they did not show at the next time check.

Mitchell/Croll held the lead all the way to the Sky Ranch, there having a hefty 20 minutes over Smith/Kennedy. Art Peterson, going solo in his ORC, was another ten minutes back in third, followed in four minutes by Goldbaum/Bio, and eleven were still moving. On the comeback trail from an early roll over, Art Peterson went off the cliff coming down from the Sky Ranch and spent more than an

hour getting out of the canyon, dropping him to sixth at the flag. Kennedy broke a throttle cable en route home, and up front Mitch Mitchell and Ray Croll had no troubles worth mentioning; they finished first by 35 minutes, and they were a swift 13th overall. Smith/Kennedy got moving to place second, only four minutes faster than Goldbaum/Bio. The Bishops were back nearly an hour in fourth, but less than three minutes ahead of Hayward Mendenhall and Doug Slumskie in a Raceco. Rolling home seventh was the Chenoweth of Jerry Jefferies/Wayne Martin, and a full ten 1600s finished the course, all in good time.

With the addition of Roger Mears in his brand new Nissan, Class 7 mustered four starters, the Nissans of Mario Alesi and Sherman Balch, and the Ford Ranger of Manny and Tudy Esquerro. Mears broke something in the front end and landed in a big ditch near Tres Hermanos on the first leg, and that threat was gone. Alesi got fast time to Check 2 by four minutes over Esquerro, and Balch was another 12 minutes back in a tight run.

However one of the Nissan's got stuck in the Tres Pozos sand, and Mario was reported to have drive train woes. Meanwhile, Esquerro charged on, the only one to reach the Sky Ranch, and he cruised home quickly to win Class 7 and take 24th overall. Alesi ended up on a tow rope after Matias Pass with a blown engine. Taking ten hours to get to San Felipe, Balch did not finish either.

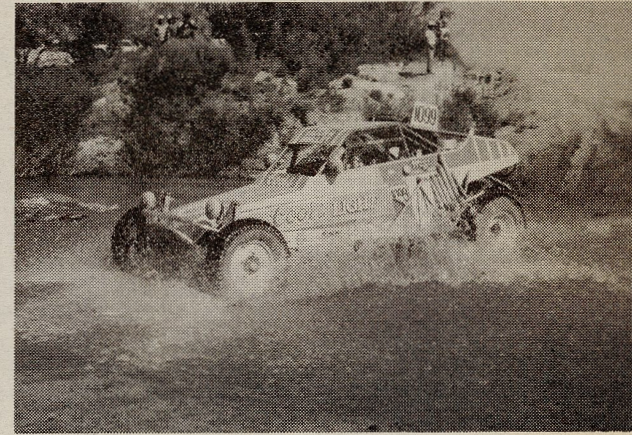
Only five showed up to contest the Class 4 honors, and unlucky Ed and Jody Martensen lost the engine in their Jeep Honcho just a few miles from the start. It was a good contest between leader Rod Hall, Dodge, and John Randall, Jeep Honcho at Check 2, with Hall out front



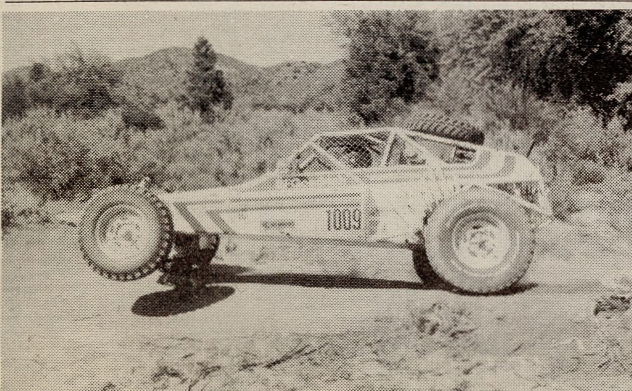
Ivan Stewart did the "Iron Man" number and drove the Toyota pickup to a keen second in Class 1; and even more significant, fourth overall.



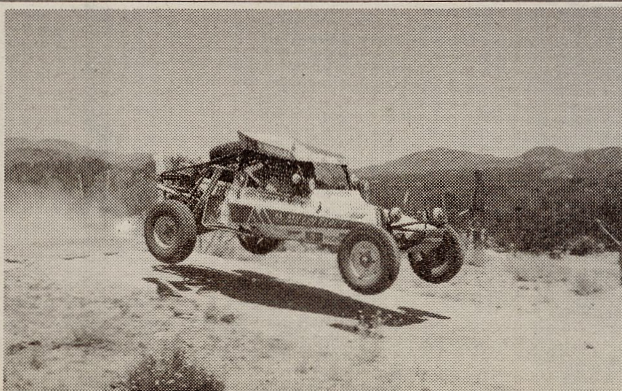
Larry Noel led more than half the race, but troubles late in the game with his Chaparral dropped him down to third in Class 1 at the finish.



Steve Sourapas and Dave Richardson tried hard, led briefly in the Raceco, but they ended up second in Class 10 with late troubles.



It was the best race of the season for Roger Mortenson and Russ Welch in the Class 10 Funco, and they hustled their way into third in class.

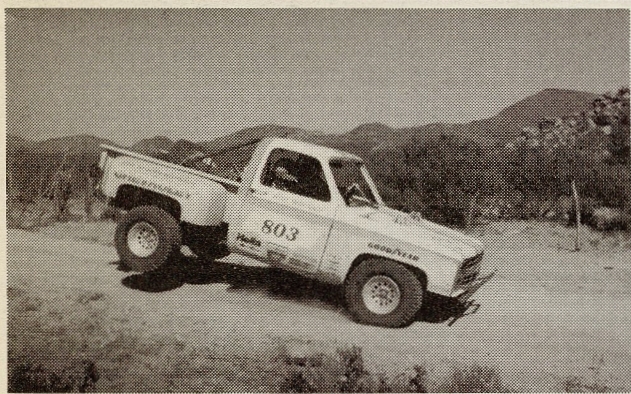


Corky and Scott McMillin had some big troubles early, but they came back in the Porsche powered Chenoweth for second in Class 2, only three minutes out.

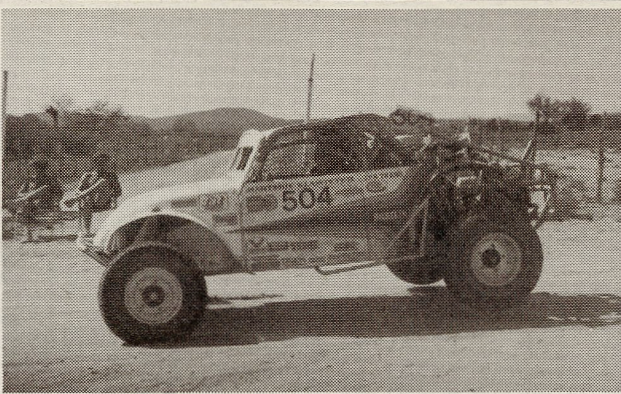


Steve Kelley had a good day in the Class 8 Chevy, had some problems, but he got them fixed quickly and finished a fine second in class.





Jerry McDonald led Class 8 to the gulf coast, then ran out of gas, had other woes, and his Chevy finished third after a very tough day.



One of the many mid race leaders in Class 5, Hartmut and Wolfram Klawitter had electrical problems later, and they came in second.



Always competitive, the team of Larry Smith and Jon Kennedy had their troubles on course with the Raceco, but came back to second in 1600s.

by about seven minutes. But, in the deep sand, Randall lost a U-joint, and the ensuing gyrations cracked the transfer case. His team changed all the broken parts but it cost a good couple of hours.

Meanwhile Mike Wheeler retired his Dodge, and Hall spent some time at El Chinero, getting the front truss fixed and getting his body cooled by buckets of water. Hall said later that he was totally used up at that point. Both he and co-driver Jim Fricker blistered their feet on the hot floorboards of the Dodge. However, despite a few more mishaps, like a broken spring and a broken windshield, the Hall/Fricker/Dodge combo won another Class 4 title, finished 17th overall, and they are undefeated this season. Doing well on the last legs, John Randall, with Josh Burner riding, arrived second, about 1½ hours behind. Another 50 minutes back, Vern Roberts and Bill Donahoe also survived the heat to finish third in their Jeep.

Three cars started in Class 9, but solo driver Jim Disney led all the way to another Class 9 victory in his Chenoweth. Kerm Rima/Dave Bufo were close, only four minutes back in their Chenoweth at Check 2, but they dropped time after that. They did finish second, over an hour behind. Dave and Bryant Wood had trouble all day, making it only to Check 7.

A fine fourteen appeared in Class 7S, and it started out to be a real close race. At Check 2 Glenn Harris had the lead in his Mazda, but just six minutes back came Mike and Pat Falkosky, Toyota, followed in three minutes by Willie Valdez, Ford Ranger, who had stopped briefly because of a suddenly ill co-driver. Several more trucks were within ten minutes, and much of this battle would be decided in the scorching sand ahead on the gulf side miles. Here Harris had serious trouble and was down for hours. Falkosky had a flat, and Valdez moved ahead, but the Mike Leon/Javier Tiznado Isuzu was making good time too, after suffering wet ignition out of Ensenada. Unofficially at Chinero, the Falkosky Toyota had a slim lead over Leon/Tiznado, with Valdez very tight in third. Contender Spence Low had trouble from the start, and ended up changing an entire transmission, among other things, in his Nissan.

On the burning hot Diablo Dry Lake Falkosky lost 1½ hours with ignition and fuel problems. Valdez had a ten minute lead at the Sky Ranch over owner Mike

Leon, while Falkosky was secure in third, over an hour back. Heading into Nuevo Junction, it was neck and neck between the

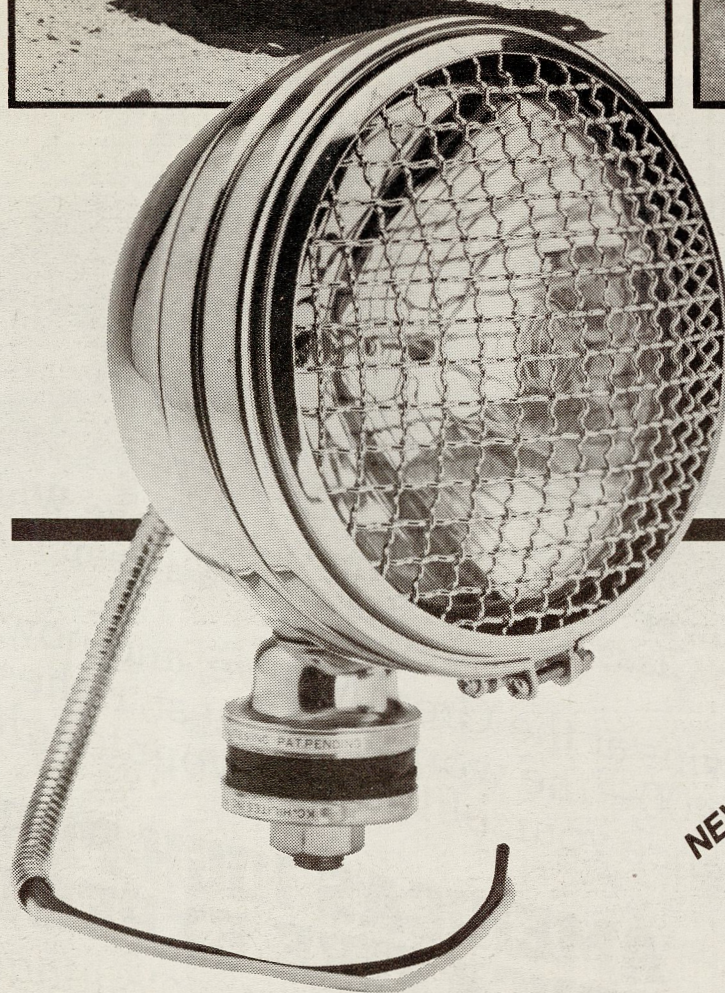
Isuzu and Ford. Then the Isuzu stopped for a fresh battery. With a good lead, Valdez motored on, only to be stopped a few miles

from Ojos Negros with a broken pin in the distributor, which cost a bunch of time.

So, it was Mike Leon and

Javier Tiznado and Isuzu that emerged the Baja champions in the same truck with which they won the → → → → →

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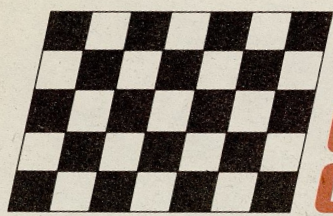
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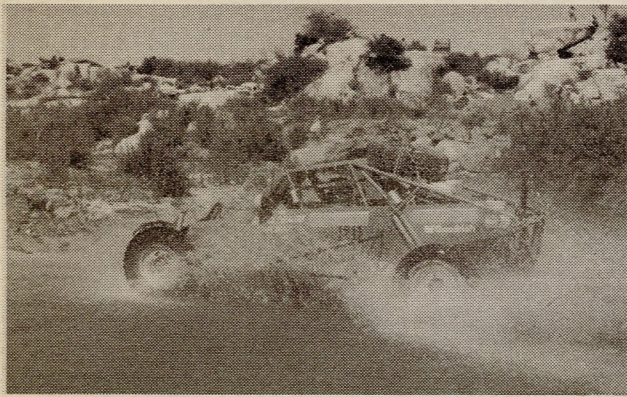
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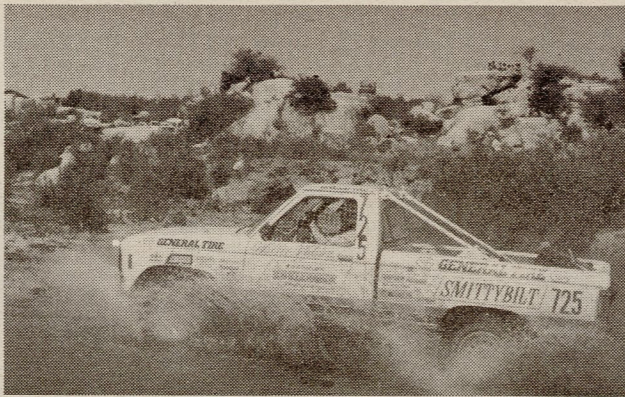
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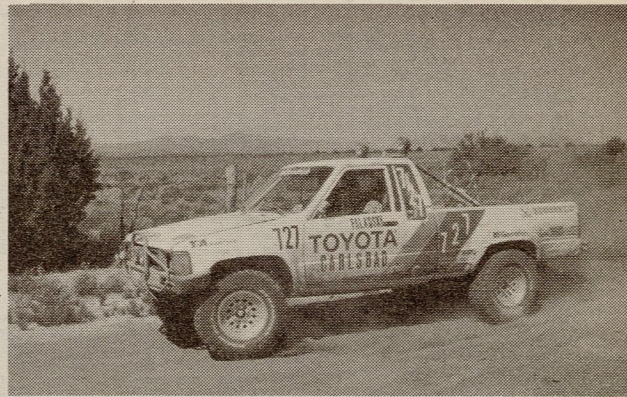




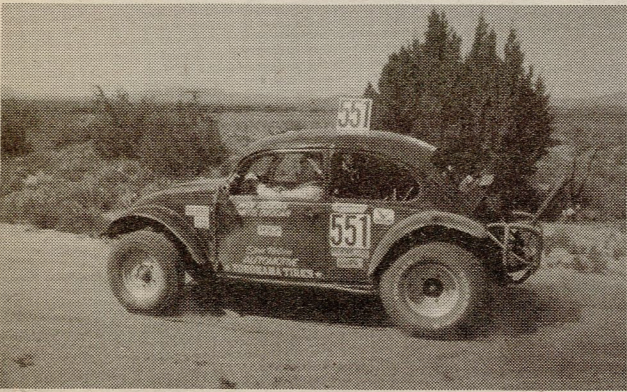
Richard Goldbaum and Pancho Bio had a great day with their Frisk, missing second in 1-2-1600 class by a skinny four minutes at the flag.



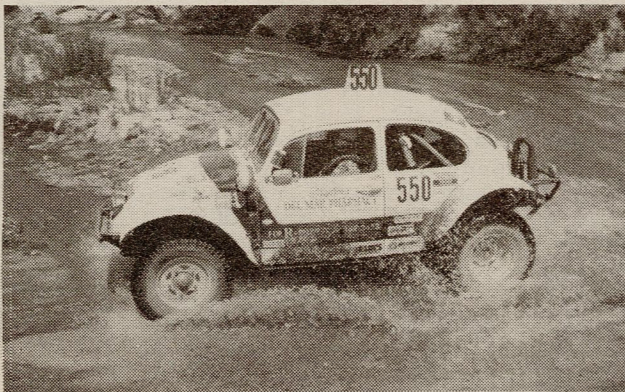
Willie Valdez almost won Class 7S, with a husky lead heading in from Ojos Negros, but a distributor failure put his Ranger down to second at the finish.



Mike and Pat Falkosky had their Toyota in the 7S lead for a time, but a long delay on Diablo Dry Lake put them down to third at the flag.



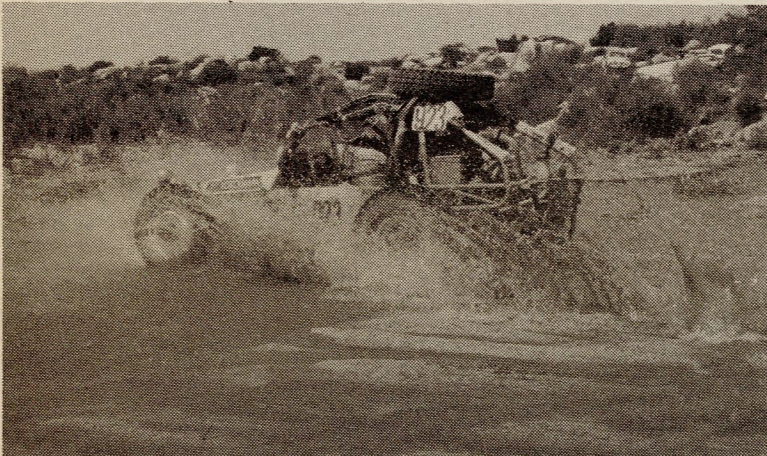
Owen and Curtis Duggan drove a well paced program in the heat, kept their Bug running well, and were rewarded with second in Class 5-1600.



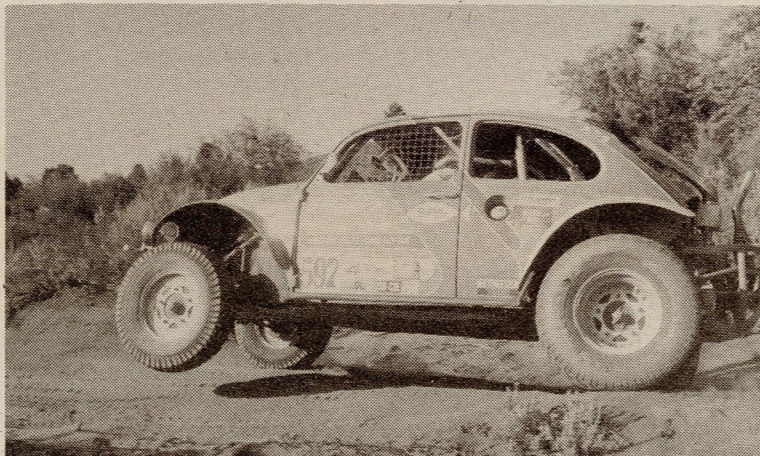
Cooling off in one of the many water crossings, William and Steve Taylor drove to 3rd in the biggest class at the race, Class 5-1600.



All alone in Class 12, the Jeep Cherokee of Jason Myers and Don Adams cruised the course in decent time to take the points and a finish pin.



It was a tough course for the Score Challenge class, and Sherman and Matt Kearl survived the best, bringing the Funco in the winner in their very first race.



Starting out with a flat tire, Mark Steele and John Johnson took the 5-1600 lead midway in the race, and they held it, winning by more than two hours.



Splashing through Caterina, Mitch Mitchell and Ray Croll, Jr. led Class 1-2-1600 in their Neth most of the race, and they won the big class by 35 minutes.

→ → → Baja 1000 last November. Valdez was secure in second place, albeit over an hour back at the flag. Mike and Pat Falkosky had no more down time, other than a couple of flats, and they were home third, another 20 minutes back. Jim Travis/Jack Lee got their Ford in for fourth, and Glenn Harris salvaged a long fifth, about 19 minutes ahead of plucky Spencer Low, who struggled almost every one of the 447 miles on the race course.

The biggest class in the race was 5-1600, with 20 brightly hued Bugs on the starting line. Sad to say, only six made it back

within the 18 hour time allowance. A pair of potential winners were busy changing tires a few miles out of Ensenada. Apparently both Henry and Eric Arras and Mark Steele/John Johnson started the race with nearly flat tires, perhaps a function of the loosely guarded impound. Both Johnny and Eric lost time changing tires in the washes out of Ensenada.

At Check 2 Michael Leslie/Dave Massingham led the herd by about three minutes over Ernesto Arambula/Berlio Prieto, but both teams vanished on the gulf run. Three more minutes back and tied on time

were Owen and Curtis Duggan and John Valadez/Hector Garcia, who also failed to get to Check 7, as did the Arras Bug. Reports on this late starting class are very sketchy for the entire gulf loop.

At Check 7 only seven 5-1600s cleared the checkpoint. Here the Steele/Johnson Bug, prepared by Ivan Stewart's son Craig, had a strong lead of an hour, 20 minutes over the Duggans. Lying third here were William and Steve Taylor, just another 12 minutes back. Four more were in the nine hour and change time span, including Valadez, who failed to finish.

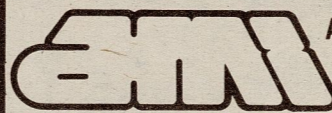
Mark Steele charged the inbound legs with a quick time to the checkered flag, as he and Johnson won the big class by a hefty two hours. Steele said he saw a number of accidents on the road between Mike's and Valle Trinidad, and others reported a lot of non race traffic on this section too. Owen and Curtis Duggan held their second place all the way to pay dirt, and the Taylors hung on in third, another 40 minutes back, followed in 26 minutes by Efram and Ray Gastelum, who were 40 minutes ahead of Guillermo Valenzuela/Antonio Rodriguez. Running close to the limit, Alfonso and Cesar Gonzalez were sixth in

17:09.28.

Eight showed up to tackle Baja in the Score Challenge class, and three made it all the way. At Check 2 the Graff Moore/Jack McDuffie T-Mag had a ten

minute lead on the Chenoweth of Ron Nelson/Chris Noble, and Bob Bertram/Jorge Espino were another three minutes back. These guys were really racing their swing axle cars! However, both Bertram and Moore vanished somewhere in the hot desert, and Bob Savage got his T-Mag moving, after losing an hour to Check 2.

At the Sky Ranch it was tight, with only three minutes between leaders Nelson/Noble and first time racers Sherman and Matt Kearl, in a Funco. Savage was now half an hour back, but he retired after Check 8 at Nuevo. The Nelson Chenoweth lost a couple of hours in the dark, and the winner turned out to be Sherman and Matt Kearl with co-drivers Val Clark and Chuck White. They had plenty of troubles on course, and now say they want to → → → →

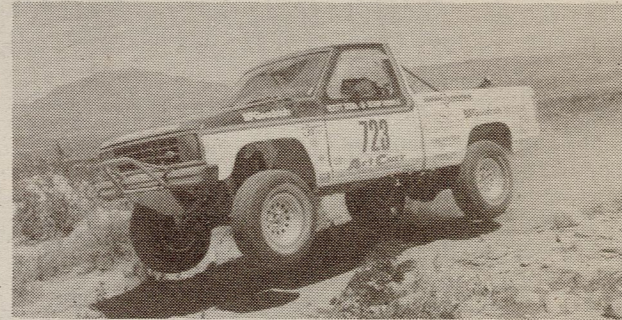


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San Felipe 250 - '84  
Baja in Barstow - '84  
First Overall - 1984 Superstition 250

**MALCOLM VINJE & MARK HANSEN**

Overall HDRA Points Champions - 1984  
Class 5 Score Points Champions - 1984

**JEFF & AL JORDAN**

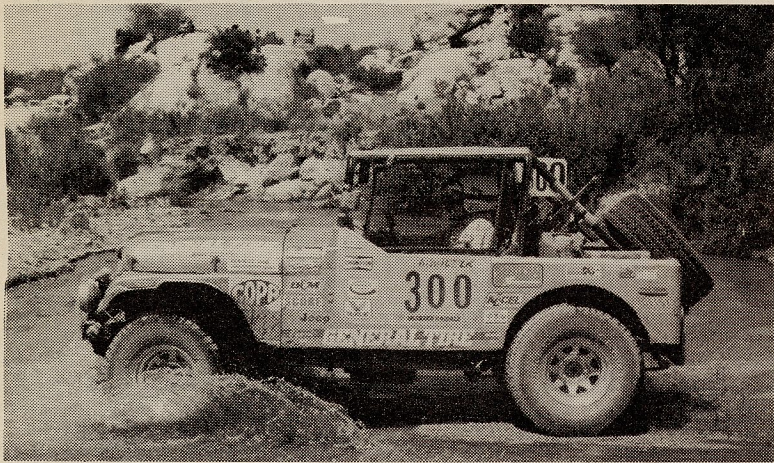
Class 5 Winners - 1985 Mint 400

Other Race Cars built by Advanced Motorsports Inc.

**NICK NICHOLSON** - Outlaw - Class 1

**DOUGLAS BROTHERS/FRANK VESSELS** - Class 7S





The hot and nasty route did in all the Class 3s, but the Jeep CJ 7 of Gene and Kirby Hightower went the furthest the fastest and they won the class.



It was a familiar story in Class 6 B as Larry Schwacofer and Sid Spradling brought the old Chevy home a winner again, the only one of four that finished.

→ → → find someone to build them a real race car.

Taking second, more than two hours later was the Chenoweth of Ron Nelson and Chris Noble, merely 15 minutes ahead of the third and last Challenge finisher, Richard Bruemmer and Wayne Wolar. Their time of 17:17.16 in the Chenoweth gives them the turtle award of last overall as well.

There were but three Jeep CJs in Class 3 in Baja. Gene and Kirby Hightower led by nearly two hours at Check 2 over Ken Correia/Chuck Morrison, who were seen no more. Another hour back came Don Coffland and Buck Griffin. At the Mike's check it was still a race as the Hightowers had a 31 minute lead on Coffland. Both Jeeps reached Nuevo, and the Hightowers did cross the finish line, but well after that time limit at 2:45 in the morning. Kirby said they broke axles all day long, got lost coming into Ensenada, but they won Class 3, having reached Check 8 about 24 minutes quicker than Coffland.

Barely worth the trip, the Don Adams/Jason Myers Jeep Cherokee was the lone starter in Class 12. Adams drove only to Check 2 before leaving for home and a hill climb. Myers and company brought the Jeep around to finish in 16:55.06, 64th overall.

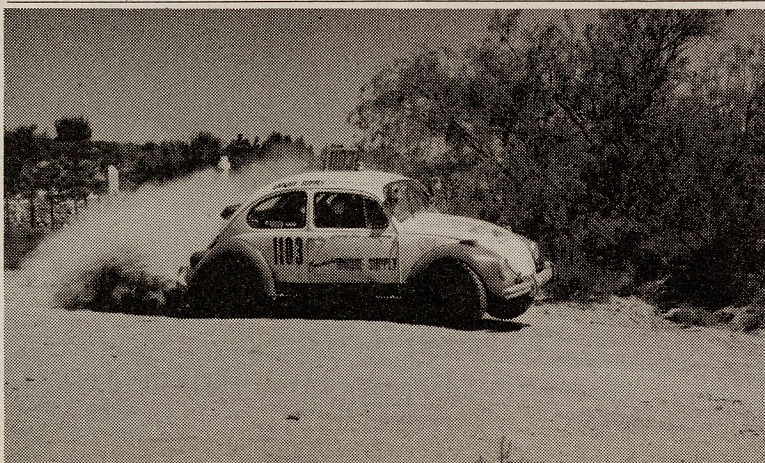
There were four in the big engine sedan class, and at Check 2 the '55 Chevy of Larry Schwacofer and Sid Spradling led the AMC Hornet of Dale Draves/David Hutchins by 17 minutes. All four got that far, but that was the race. Draves, along with the Edsel and the Ford Fairlane did not make it to Check 7. Although the old Chevy did have some breakage, the intrepid team of Schwacofer and Spradling once again finished in Baja, taking the win in a good

time of 15:42.34.

A trio of Class 7 4 x 4s, two Toyotas and a Nissan, started the race. Jorge Souto was in trouble getting to Check 2, and his Nissan vanished somewhere in the hot sands. At Nuevo, G.T. Gowland and Fred Wright recorded identical time, then Wright disappeared before San Felipe. Gowland made it through the Felipe Check 6 in 8:51, and he opted to retire before climbing the hill to the Sky Ranch, the obvious Class 7 4 x 4 winner.



G.T. Gowland lost his sheet metal and more pre-running, but all night work got him to the start, and his Toyota was the winner in Class 7 4 x 4.



Class 11 is alive and well with 15 starters, and Marco and Luis Carmona drove hard all day and won top honors among Beetles by a slim 15 minutes.

Arne Gunnarsson and Bob Lanz drove the only Class 6 entry. Their Saab 96 made it all the way to Check 8 at Nuevo before retiring.

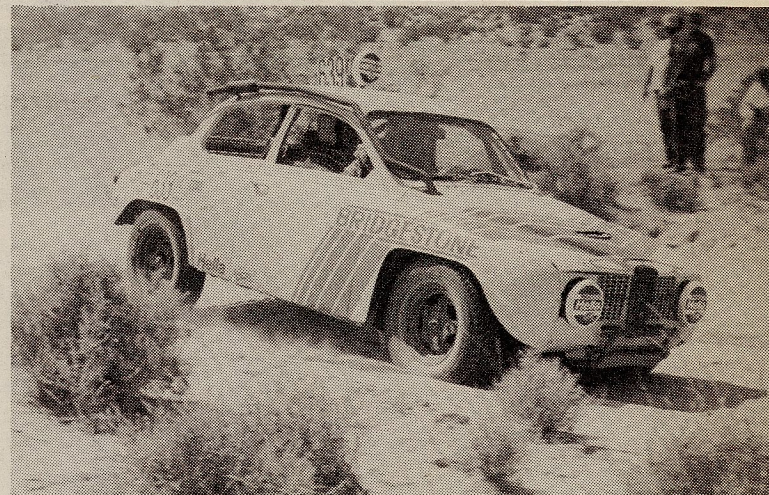
A hefty 15 starters were in Class 11, and all but two made it to Check 2. Here Marco and Luis Carmona had a slight lead of more than a minute over Ramon Castro/Victor Preciado, who had three minutes on Sergio and Porfirio Gutierrez, who were three minutes ahead of Armando Rojas/José Aguila, who were merely two minutes ahead of Armando and Hector Sarabia. Yes, there were some Gringos in the field, but not up front as yet.

Ten Beetles were missing by San Felipe, and the Sarabia VW retired soon after that. At Check 7 David Hendrickson/Ben Garcia were leading by 26 minutes over the Carmonas. Castro was over an hour back, but over an hour ahead of Rojas, as the quartet headed down the mountain and into the now dark forest. Rojas retired after Nuevo, but still earned fourth place money. Marco and Luis Carmona had no visible problems now, had a fast run to Ensenada and won Class 11 in 15:05.51. They had a huge crowd of well wishers at the finish line in their home town. Finishing just over ten minutes back, Hendrickson/Garcia lost time in the dark, but nailed second. The Castro/Preciado Beetle was third, an hour behind the winner.

While the 18 hour time allowance seems ample, attrition seems high too. Maybe some teams just got too warm to continue. Three car classes had no finishers, and a total of 67 cars did finish, 42.6 percent. In the motorcycle engine classes there were 28 finishers, including two in the new Quadrunner class, bringing the grand total to 95 out of 213 starters.

Sunday noon, an hour late as befits being in Mexico, the awards presentation started in the Convention Center. Those arriving at eleven suffered through an hour of very loud music, making bench racing

difficult at best. The race certainly established the fact that racing in Baja is little changed from previous years. Perhaps more of the regulars will be on hand for the double points run, the Baja 1000 next November.



All alone in small bore Class 6, Arne Gunnarsson and Bob Lanz got the Saab 96 through Check 8 before retiring from the fray, the winners.

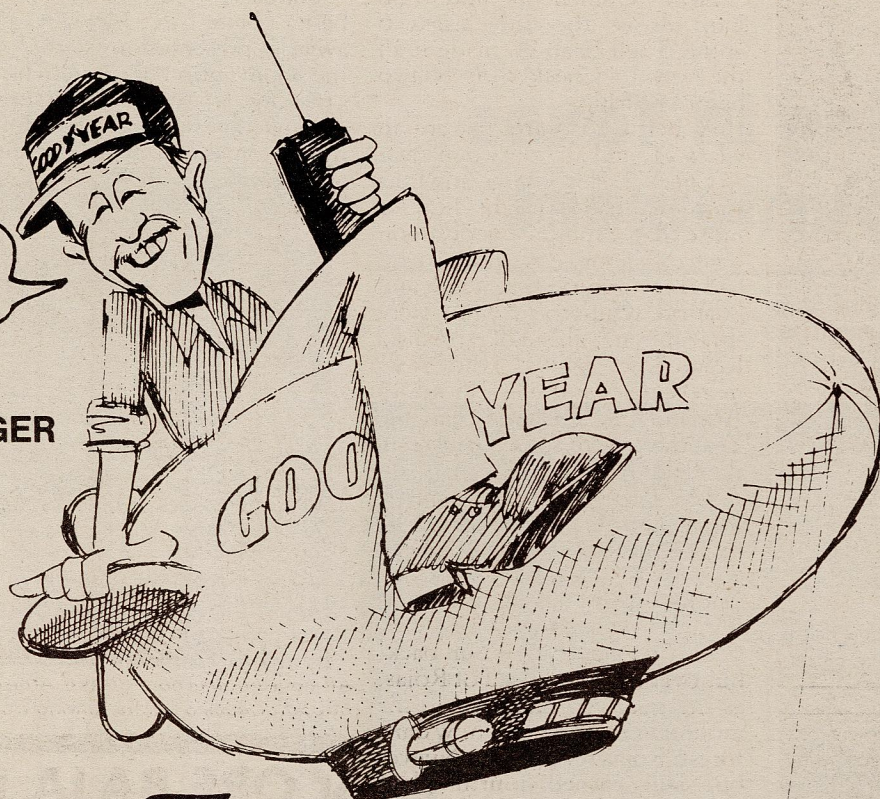
## SCORE BAJA INTERNACIONAL FINAL RESULTS

POS	CAR	DRIVER[S]	VEHICLE	TIME
<b>CLASS 1—Unlimited Single Seat [11 start - 5 finish]</b>				
1	106	RON GARDNER, BUD FELDKAMP	Funco	9:09.05
2	111	IVAN STEWART	Toyota PU	9:33.42
3	112	LARRY NOEL	Chaparral	9:59.04
4	108	MARK MC MILLIN, RALPH PAXTON	Chenoweth	10:24.01
5	100	TOM KOCH, DON ROBERTSON	Raceco	10:33.04
<b>CLASS 2—Unlimited Two Seat [14 start - 5 finish]</b>				
1	209	FRANK ARCIERO, JR., CAL WELLS, JR.	Toyota PU	9:49.09
2	210	CORKY MC MILLIN, SCOTT MC MILLIN	Chenoweth	9:51.05
3	215	BOB GORDON, TIM CRABTREE	Chenoweth	10:33.29
4	204	DAVID KREISLER, JOHN KRUGER	Raceco	10:39.56
5	212	DAVE LEWIS, DAVE SIMPSON	Raceco	15:33.44
<b>CLASS 1-2-1600—1600cc Restricted [17 start - 10 finish]</b>				
1	1296	MITCH MITCHELL, RAY CROLL, JR.	Neth	10:19.57
2	1299	LARRY SMITH, JON KENNEDY	Raceco	10:55.25
3	1211	RICHARD GOLDBAUM, PANCIO BIO	Frisk	10:59.46
4	1200	STEVE BISHOP, RANDY BISHOP	Special	11:51.23
5	1203	H. MENDENHALL, DOUG SLUMSKIE	Raceco	11:54.04
<b>CLASS 3—Short Wheelbase Four Wheel Drive [3 start - 0 finish]</b>				
1	300	GENE HIGHTOWER, K. HIGHTOWER	Jeep CJ-7	check 8
<b>CLASS 4—Long Wheelbase Four Wheel Drive [5 start - 3 finish]</b>				
1	401	RODNEY HALL, JIM FRICKER	Dodge PU	10:33.56
2	402	JOHN RANDALL, JOSH BURNER	Jeep Honcho	13:05.48
3	400	VERN ROBERTS, BILL DONAHOE	Jeep Honcho	13:57.37
<b>CLASS 5—Unlimited Baja Bug [13 start - 9 finish]</b>				
1	545	JIM COCORES, DAVE PARSONS	Baja Bug	9:55.20
2	504	HARTMUT & WOLFRAM KLAUITER	Baja Bug	10:15.43
3	547	MALCOLM VINJE, MARK HANSEN	Baja Bug	10:45.50
4	506	GREG DIEHL, BRAD PERSON	Baja Bug	11:13.38
5	501	MAX RAZO, JOHNIE ROBISON	Baja Bug	11:15.38
<b>CLASS 5-1600—1600cc Baja Bug [20 start - 6 finish]</b>				
1	597	MARK STEELE, JOHN JOHNSON	Baja Bug	11:19.47
2	551	OWEN DUGGAN, CURTIS DUGGAN	Baja Bug	13:22.33
3	550	WILLIAM TAYLOR, STEVE TAYLOR	Baja Bug	14:03.59
4	552	EFREM GASTELUM, RAY GASTELUM	Baja Bug	14:29.49
<b>CLASS 6A—Small 2WD Sedan [1 start - 0 finish]</b>				
1	639	ARNE GUNNARSSON, BOB LANZ	Saab 96	check 8
<b>CLASS 6B—Standard 2WD Sedan [4 start - 1 finish]</b>				
1	640	LARRY SCHWACOFER, S. SPRADLING	'55 Chevrolet	15:42.34
<b>CLASS 7—Mini &amp; Mid Size Pickup [4 start - 1 finish]</b>				
1	700	MANNY ESQUERRA, TUDY ESQUERRA	Ford Ranger	11:03.47
<b>CLASS 7 4 x 4—Stock Mini Pickup Four Wheel Drive [3 start - 0 finish]</b>				
1	769	G. T. GOWLAND, JANETTE GOWLAND	Toyota	check 6
<b>CLASS 7S—Stock 2WD Mini Pickup [14 start - 6 finish]</b>				
1	724	MIKE LEON, JAVIER TIZNADO	Isuzu	12:11.01
2	725	WILLIE VALDEZ, JOE ALVARADO	Ford Ranger	13:31.13
3	727	MIKE FALKOSKY, PAT FALKOSKY	Toyota	13:53.18
4	722	JIM TRAVIS, JACK LEE	Ford Ranger	15:39.46
5	721	GLENN HARRIS, BRYANT HIBBS	Mazda	16:18.25
<b>CLASS 8—2WD Standard Pickup [10 start - 4 finish]</b>				
1	802	MICHAEL NESMITH, RANDY SALMONT	GMC	11:16.09
2	810	STEVE KELLEY, JON NELSON	Chevrolet	11:41.46
3	803	JERRY MC DONALD, J. MAC PHERSON	Chevrolet	12:27.51
4	805	SKIP KAWELL	Dodge	16:06.34
<b>CLASS 9—1200cc Single Seat [3 start - 2 finish]</b>				
1	919	JIM DIZNEY	Chenoweth	11:00.52
2	900	KERM RIMA, DAVE BUFE	Chenoweth	12:16.59
<b>CLASS Score Challenge [8 start - 3 finish]</b>				
1	923	SHERMAN KEARL, MATT KEARL	Funco	14:49.57
2	924	RON NELSON, CHRIS NOBLE	Chenoweth	17:02.44
3	938	RICHARD BRUEMMER, WAYNE WOLAR	Chenoweth	17:17.16
4	921	BOB SAVAGE	T-Mag	check 8
<b>CLASS 10—Unlimited 1650cc [11 start - 8 finish]</b>				
1	1000	JACK IRVINE, KIT TRENHOLM, JR.	Raceco	9:16.45
2	1099	STEVE SOURAPAS, D. RICHARDSON	Raceco	9:31.57
3	1009	ROGER MORTENSON, RUSS WELCH	Funco	10:00.44
4	1005	MARTY REIDER	Raceco	10:06.26
5	1006	DWIGHT LUNDELL	Dirtrix	10:15.10
<b>CLASS 11—Stock VW Sedan [15 start - 3 finish]</b>				
1	1103	MARCO CARMONA, LUIS CARMONA	VW	15:05.51
2	1196	DAVE HENDRICKSON, BEN GARCIA	VW	15:16.29
<b>CLASS 12—Four Wheel Drive Sport Wagon [1 start - 1 finish]</b>				
1	350	JASON MYERS, DON ADAMS	Jeep Cherokee	16:55.06



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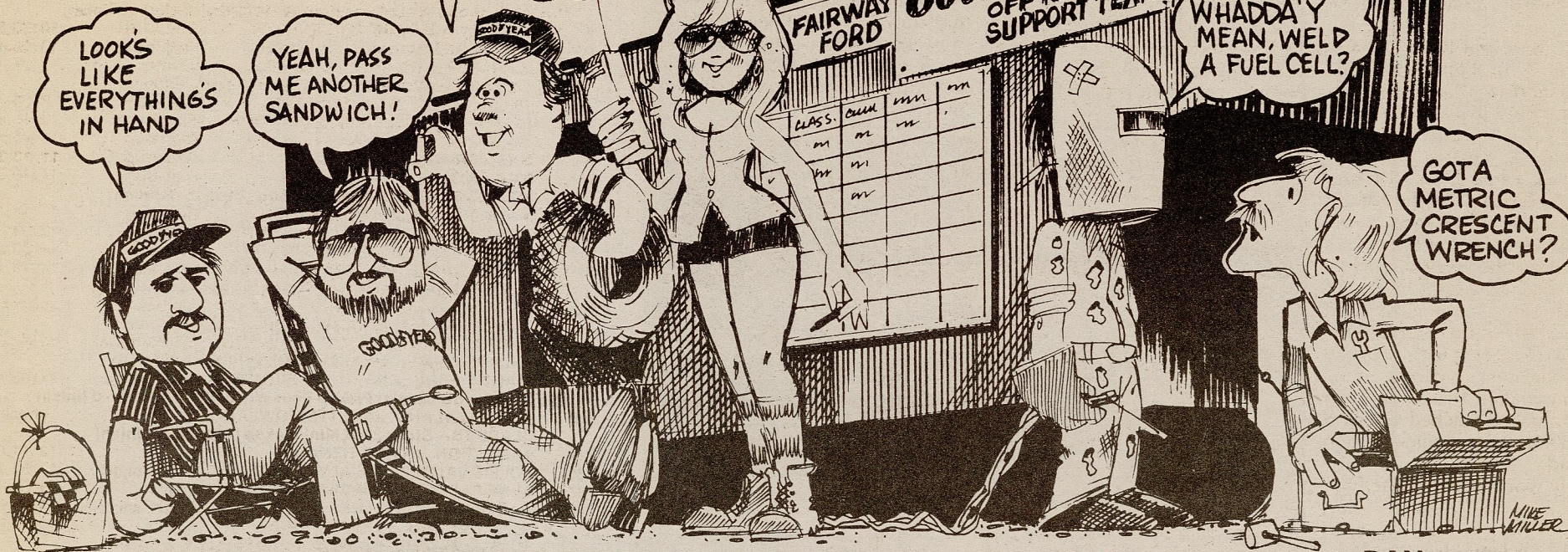
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MORE TIRES  
TO CHANGE?

LOOK'S  
LIKE  
EVERYTHING'S  
IN HAND

YEAH, PASS  
ME ANOTHER  
SANDWICH!

WHADDA'Y  
MEAN, WELD  
A FUEL CELL?

GOTA  
METRIC  
CRESCENT  
WRENCH?



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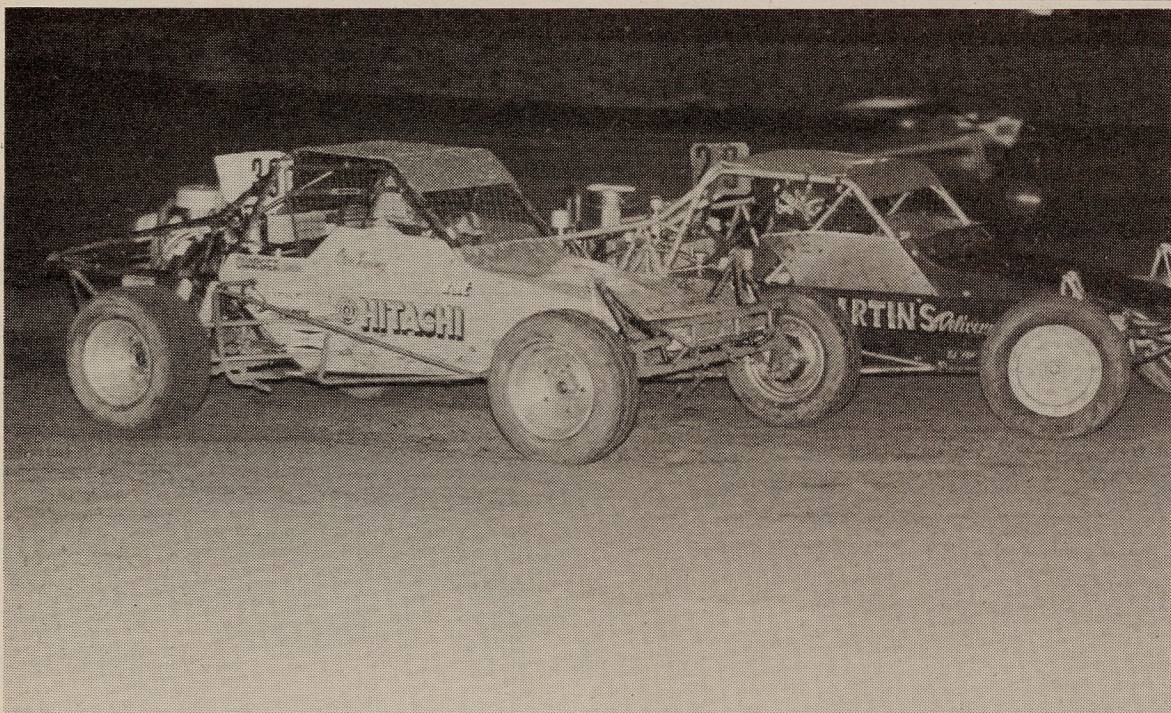
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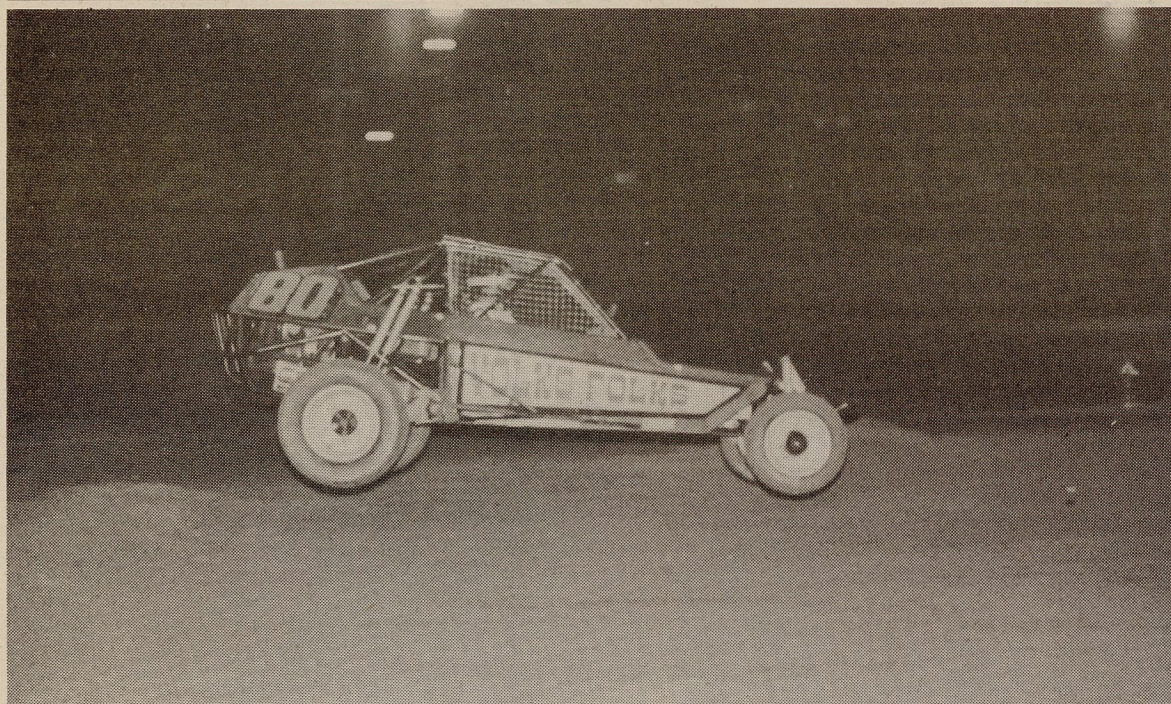


# Short Track Racing in Texas is a Two Day Tournament

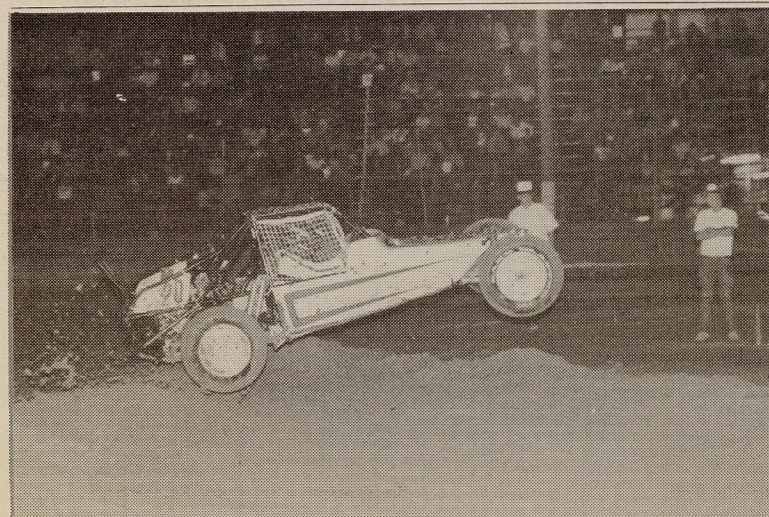
The M.O.R.E. Off Road Series runs exclusively at Cowtown Speedway in Fort Worth, Texas, and, like most things in Texas, the program is a bit different than in other parts of the country. M.O.R.E. runs a two night show, very much like the Outlaw Sprint Car races. The



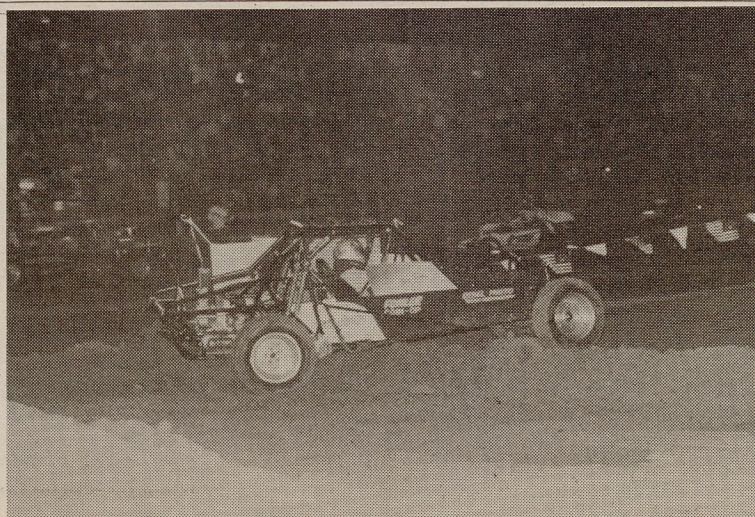
Steve Ewing, left, in his Charger and Greg Martin, Chenoweth Magnum, were in top tire banging form, and Ewing won on Friday by no more than six feet, and Ewing won the main on Saturday as well.



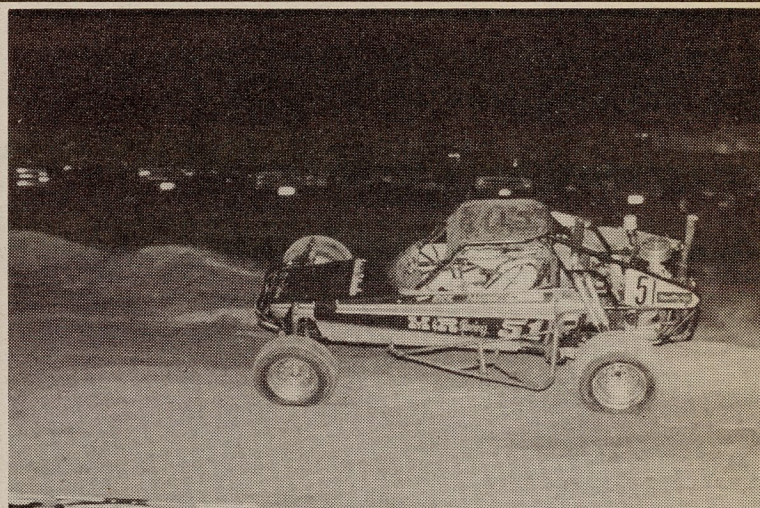
Robert Simback won his heat race in the Berrien Buggy, and after a tight dice, he finished second in the Saturday night main event.



Mike Greenhill took his first win of the year, victorious in his Saturday heat race, but he dropped to third in the B main event.



Gene Fowler was looking good on the track, right before he did a three and a half Gainer over the back jump, and was done for the night.



Ricky Johnson drove hard to hold his position, getting a string of thirds in the qualifying heats, and he was also third in the main event.

season began at Cowtown last May with a great turn out in entry and plenty of wheel to wheel and bumper to bumper competition.

The program is designed to eliminate slower cars by the time it funnels down to the A feature race on Saturday night. The idea is to provide a professional level feature event with the fastest car and driver combos in the field. The elimination process starts on Friday night with four qualifying heat races, and for those the starting position is determined by the luck of the draw. Finishing position in each heat race determines the starting position for the driver in one of the two main events on Friday night. The two A main events have the field of cars divided equally, up to a maximum of twenty cars per main event.

Next the order of finish in the A main event determines where that entry will land on Saturday night that features four races, A, B, C and D. The top three from each Friday finale automatically qualify for the A main and the Trophy Dash, which pays \$200 to the winner. The next four places from Friday go into the next race on Saturday, and the process goes on through the D main, which is the first race on Saturday. The top fourteen finishers in D move up to the twenty car C race, and so on up to the A race which is the feature of the night. This system allows the racers to see more action and win more money. It also eliminates putting 34 cars on a track designed for 20, but it still gives everyone that wants to participate a chance to race. The spectators benefit in that they see six 20 car races in a weekend, with each race getting faster

action all the way to A, the feature.

The action started last May 10 with four heat races leading off the evening activity. Billy Beck, of San Antonio, won the first heat, with Jim Adams, of Houston running second and David Adams, of Fort Worth, third. In the second heat Robert Simback, from Grapevine, took the checkered first in a Berrien, followed in by Tony Mason and Darren Ellis.

The third heat race saw David Watkins of Garland under the checkered flag first. Rick Johnson was second and Mike Greenhill was third. In the fourth and last heat, Steve Ewing drove his new Charger Chassis to the victory. Greg Martin was second and Richard Nix was third.

The results were tallied to determine the starting order for the pair of 20 car Friday night main events. In the first race Billy Beck was on the pole with Jim Adams alongside. At the green flag Robert Simback led Billy Beck into the first corner, and Jim Adams was third. Beck made the move to pass Simback, but he miscalculated, putting his car sideways in the corner, which let Tony Mason by both to take the lead. Beck did pass Simback, as did Darren Ellis, putting Simback all the way back to fourth.

Billy Beck started moving up on the lead car of Tony Mason, and Simback worked back into third, passing Warren Ellis and closing up fast on Beck too. Beck finally caught Mason, who went wide on the back sweeper, and Beck got underneath to take over the lead. Simback followed Beck and moved into second, but he was unable to close the gap. Beck went on to the victory, Simback was second, David Adams third and Tony Mason was fourth.

The second Friday night main event proved to be even more exciting than the first, with the big rivalry between Steve Ewing and Greg Martin growing every race. This would be a close race, and also a "battle of the chassis", Charger against Chenoweth Magnum. David Watkins was on the pole with Steve Ewing on the outside. The second row held Ricky Johnson and Greg Martin, and behind were 16 other racers who knew they had their hands full because of the competition up front.

At the green flag the cars came alive with the close dicing expected by everyone. Steve Ewing, Charger, led Greg Martin,



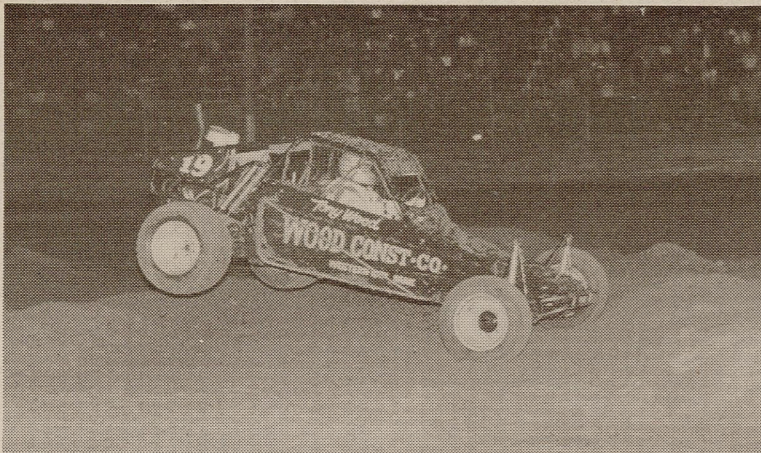
Magnum, into the first corner, followed by Ricky Johnson, Mike Greenhill and David Watkins. Ewing and Martin were banging bumpers and kick rails every lap, but Ewing held the edge on Martin lap after exciting lap. Johnson was running third, and perhaps hoping the two leaders would take each other out. But, they didn't, and Ewing won by about six feet over Martin, and the crowd was on their feet cheering. Johnson finished third, followed by Watkins and Ben Brown. The crowd was pleased, and they had only seen half of the program. Saturday night would bring the fastest of the 40 cars together.

There was, unfortunately, a week delay on the Saturday program because of rain. Finally the six in the Trophy Dash were on the grid, with Rick Johnson on the pole, Robert Simback in the middle and David Adams on the outside of the first row. In the second row it was Billy Beck, Greg Martin and Steve Ewing. The racing was fast and wild. Martin won the \$200, Beck was second and Johnson third, followed by Ewing, Simback and Adams.

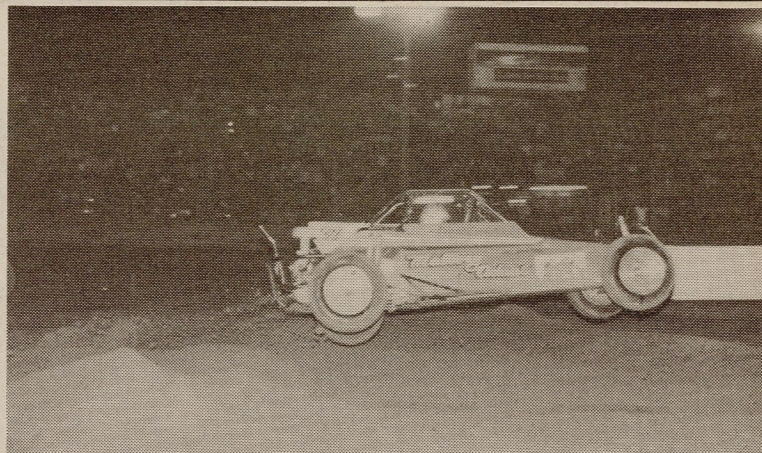
Next was the D race as the elimination process went on. Mike Greenhill won this dash, Darren Ellis was second and Kevin Cherry was third. The top 12 cars of the D race then advanced to the C event. David Watkins won this round followed by Richard Nix, Mike Greenhill and Jerry Cox. The B Main had the same results, with Watkins winning over Nix, Greenhill and Cox. The top 14 cars from this round advanced to the final Feature, the A main, with twenty cars in the field.

Billy Beck was on the pole and Steve Ewing alongside as they led the other 18 cars to the green flag. Beck got the hole shot, and was out in front on the first lap, followed by Greg Martin, David Adams, Steve Ewing, Robert Simback and Ricky Johnson. On the second lap Adams and Martin were fighting hard for second place, which resulted in a tangle in the rough, and Ewing slipped by Beck. Beck had pulled out a good lead, and then seemed to have mechanical problems, and Ewing got by into the lead. On the fifth lap when Simback passed Beck it was evident that Billy had engine problems. Ewing held Simback at bay to take the big win, and Simback held second. Johnson finished third, Jim Adams was fourth and Richard Nix was fifth. The win gave Ewing the lead in the 1985 M.O.R.E. points series.

For a weekend of racing at Cowtown Speedway, M.O.R.E. guarantees a \$6000.00 purse, and registration is merely \$50 a car plus M.O.R.E. membership. M.O.R.E. has extended a special invitation to all Class 10 racers, who might tow over 600 miles to Fort Worth. The tow mileage will earn a \$1000.00 bonus for the long haul driver who wins the Saturday night feature, the A main event. If this Texas style racing is close enough for you to enjoy, contact M.O.R.E. at P.O. Box 181021, Fort Worth, Texas 76118, or call Stanley Rowland at (817) 625-8841 or (817) 577-1102 for more details.



Tony Woods earned the hard luck award for his efforts in front of the huge crowd that comes out to see each event at the Cowtown Speedway.



David Adams started out strong in the Friday heat races, but troubles put him out of the running for the week delayed main events.

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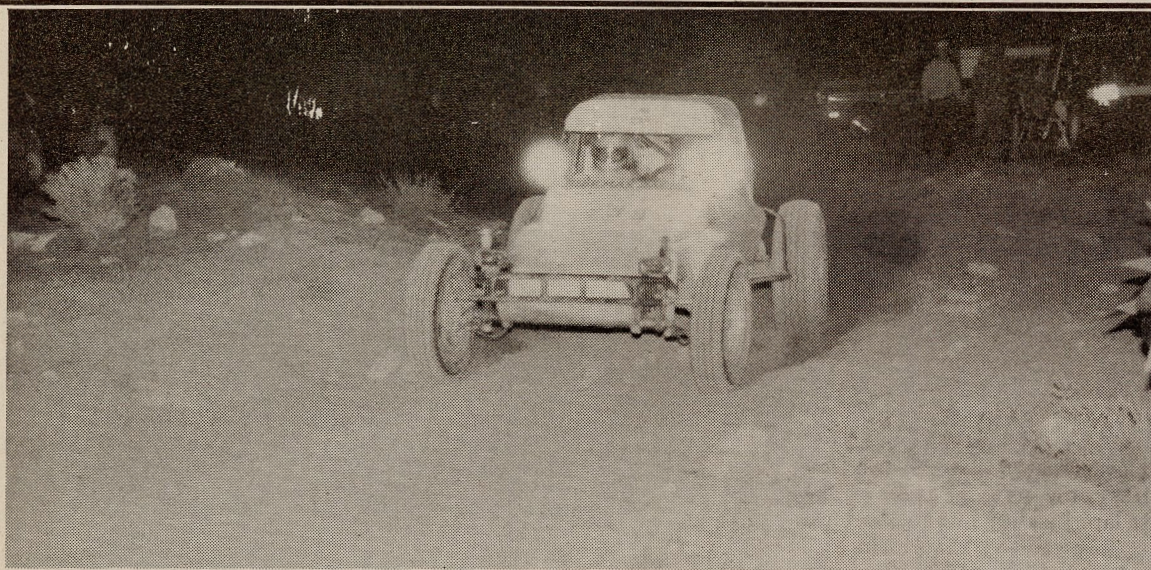
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# Joe Falloon and Mike Bishop Take Their Very First, First Overall

Text & Photos: Joe Stephan



Joe Falloon and Don Ward, Sr. finally got the elusive overall victory in the desert, with some driving help from Mike "Blue Max" Bishop.

For the tenth straight Memorial Day weekend, the VORRA Off Road Racing Series supporters gathered in the middle of nowhere Nevada, some 50 miles southeast of Reno, for the VORRA Day/Night 250 Desert Race. In the shadow of historic Fort Churchill, whose troops fought the last Indian battle of the old west, the start/finish line was near Weeks. A new, 70 mile course was laid out around the Lahonton Valley that crisscrossed an access road that followed the actual route of the Pony Express, and there were plenty of signs to commemorate that bit of off road history of 125 years ago.

The surrounding communities and service organizations once again rolled out their support and hospitality. The Silver Springs Volunteer Fire Department hosted the beer and draw party on the Friday night, the Lyon County Sheriff's Search and Rescue unit supported the racers, and the Yerrington Kiwanis Club brought their concession trailer to feed the troops.

The second round of the 1985 VORRA Series was also the opening round of the three race 750 Desert Points Series. It drew a field of 55 entries, the lowest at a VORRA desert race in a long time, and ten of the starters came from the Northwest since the

race was also a Pro CanAm Series Points event. VORRA President Ed Robinson is now skeptical of doing another night race. But, many blamed the Saturday night date for the low entry, even though it was intended to give everyone the chance to get home in time to relax on the Monday holiday.

The field began leaving the main pit and start/finish line on the west end of the course at one every 30 seconds at 5:00 p.m. Drivers and bystanders alike were nervously eyeballing the black sky and clouds enveloping the new section through the mountains to the east, particularly the survivors of the torrential rain swept "Mud 250" of two years ago, when no one finished the race. Fortunately, only a small portion of the field caught any rain, and it quickly dissipated.

Meanwhile the story of the race was unfolding. Joe Falloon and his rider/partner Don Ward, Sr. had lengthened their current buggy, of their own design, from 93 to 107 inches, an interim measure while an all new state of the art two seater is being built at Blue Max Racing, using an all new rear suspension design from Super Boot. Even though the current car has only seven inches of suspension travel, Falloon said, "Lengthening it made such a difference, I want to

know why we didn't do it three years ago!"

The eventual winners barely made the starting line, with help from Mike Bishop. They broke a front trailing arm pre-running Saturday afternoon, and, thrashing to get it repaired after borrowing parts less than an hour before the start, Falloon ran smack dab into a pipe sticking out from the trailer, hit his head hard, and knocked himself screwball. He talked of hearing birds and bells, and said he saw "seven" when two fingers were held up.

Mike Bishop, who had spent the morning rebuilding Roy Gust's engine, and reluctantly agreeing to co-drive with him, was also drafted to drive Falloon's buggy, until Joe got his senses back. When informed that there was no "Iron Man" trophy, Bishop replied, "That's OK, there is no iron man here!"

Bishop laid down a hot pace on the first lap, which he said was done to stay ahead of bad weather. It may have been the reason for his wrong turn. After crossing the alkali flat dry lake, with the tach buried in fourth, Mike grabbed a left hander in one of the finest slides we have seen. The problem was it was the old course and not the new route down to the main pits, relocated five miles further west to the same spot used in the 1984 Dayton 300 and Frontier 500. Mike missed several spectator cars parked on the road before getting the message, and then he cut cross country to the real course; all this was watched by a wide open mouthed BLM Ranger. Despite the mishap, Bishop was the sixth car to complete the first lap, and he pulled in and got out with a wrenched neck, thanks to no horse collar on the shoulder harness. Rider Don Ward, Jr. also got out, saying, "He drove like a crazy man!"

Joe Falloon had recovered, and he and Don Ward, Sr. got in the car. Falloon proved himself by running an eight minute quicker

lap in traffic, an incredible 1:36.00. Making up a lot of time by staying out there when the majority of the field pitted halfway at the end of lap 2, he picked away at the leaders. Though Falloon was probably ahead on time at this point, he caught and passed race leader Ken Sanislo between Check-points 3 and 4 on the last lap.

Giving high credit to Mike Bishop, and power train builder Don Ward, Sr. of Der Wagon Shop for a strong running engine, Falloon stretched his lead to a 17 minute margin in victory. He finally scored his very first overall win, after five years of trying, by laying down a strong 6:41.46 time over the rough four laps. Bishop's friend Michael Thienes rode the last lap in the Class 2 car, saying, after his first taste of off road dirt, "What a way to get initiated! It was fast!"

The Falloon/Bishop/Ward/Ward/Thienes combine devastated the eight car Class 2-5 field. The Hinz brothers, David and Darrell, were the only other finisher, some two and a half hours behind. VORRA's resident racing Judge, Mike Farris, was awarded third with three laps done. Jimmy Lawrence led the first lap until he went over a cliff in the mountains. Once again the hoped for face off between Falloon and David Brown went south with Brown's second lap gearbox failure, after a first lap time only a minute and a half slower than Bishop, despite no pre-running. Brown got quite a shock when he pulled in just 45 minutes before the start, to find the race was on Saturday, and he had an all day tow from Portland. None of the other four in the class finished a lap.

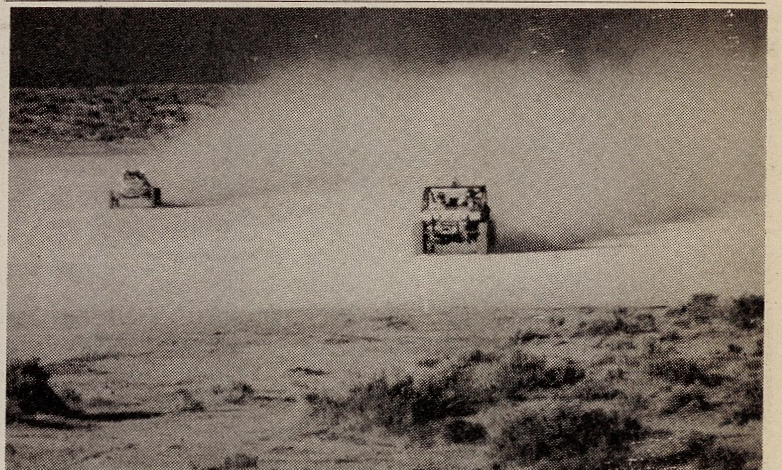
Washington's Ken Sanislo was third off the line in his Class 1 Berrien, but he soon had the lead in the ten car class. Sanislo did a

1:33.44 first lap to hold the overall lead as well. He had a clear four laps to win Class 1 and take second overall at 6:58.46, a time that kept the overall winners honest. Also from Washington, Dan Clark was second with an 8:06.18 run. Al Baker was third and the last class finisher in 8:42.12. Baker did the last lap operating a broken throttle cable by hand for the last ten miles. He had rebuilt the engine just before the start.

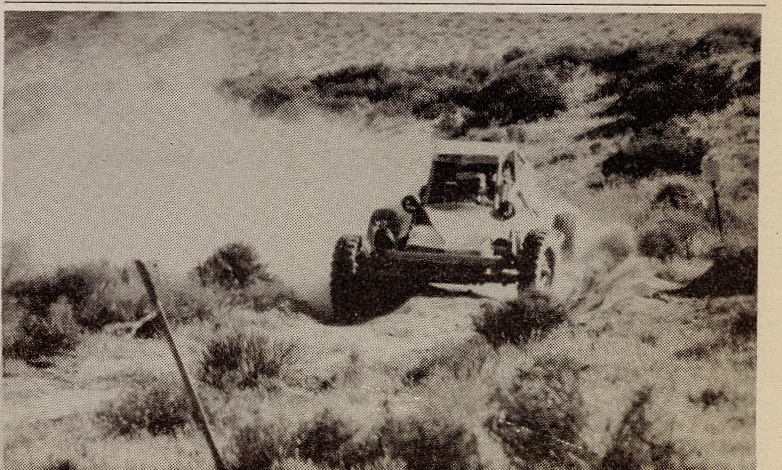
With Papa Vic Verling announcing his "retirement" from racing, (they all eventually come back Vic), son Pat and his new co-driver Chris Saxon were neck and neck with Sanislo by lap 3, as both cars arrived at Check 1 side by side. Then the shifter went from bad to worse, took out the spider gear, and the Verling car only finished three laps. Check 1 and 3 were right next to each other at Hooten Wells, making for ease of both pitting and spectating, just ten miles from the main pit via a good access road.

Chris O'Berg pulled out the Class 10 win, after the Raceco's steering broke on lap 2 going through the infamous rock garden. Taping it up as best as possible, Chris limped to the third check where a cotter pin was inserted. He drove to the main pits where the steering was welded and both battered rear wheels were replaced. To make up for lost time O'Berg put Fritz Wiechers in the cockpit. Wiechers had retired his Class 2 on the first lap. Fritz drives "pedal to the metal" and he made up enough time to score an 8:02.11 Class 10 win, despite bending a wheel on lap 3, and breaking the exhaust and kingpin on lap 4.

O'Berg/Wiechers had to top Ace Bradford, who showed the "old" guys are not out of it yet by



John Deetz ran his Jeep hard to stay in front of the black clouds on the dry lake on the first lap. Deetz finished second among the 4 x 4s.



Chris O'Berg and Fritz Wiechers won Class 10, despite steering problems that caused O'Berg to limp to the pits with the steering taped together.

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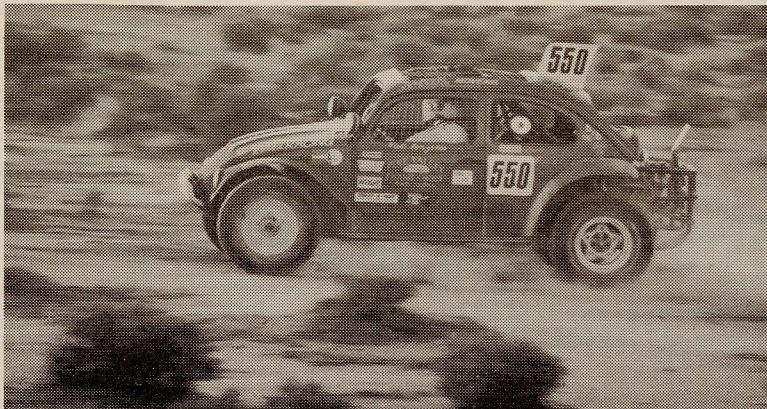


iron manning it to an 8:35.42 time. Bradford had lots of problems that put him dead last, some 38 minutes behind on the first lap. He drove through the field to lead on lap 2, then could not find his motorhome in the main pit, but, he pulled out second place anyhow. None of the others in the eight car Class 10 field finished.

The five rig "Heavy Metal" 4 x 4 class started ahead of the 1-2-1600s and Sportsman, due to an experiment of having the class starting order by luck of the draw for this race. The four wheelers turned out to be the only class out of the usual order. And, as usual, Don German's Chevy powered single seat Jeep was the class of the field. German did an 8:05.22 flawless run, coming across the dry lake so strong that the spectators thought the rig was turbocharged.

John Deetz put up a formidable challenge against German, driving his older Class 3 Jeep CJ 7. Deetz did a six minute quicker first lap, then spent considerable time in the pits. He came back strong, taking second merely six minutes behind.

Mike Povey was showing off



Driving in only his third off road race, Rick Gonzales got halfway in the race before trouble put him out of the Sportsman Class 5-1600.

his highly revamped and brightly painted Bronco, complete with a large wing and new Frontier Hotel sponsorship. He retired in third on the last lap, following a 20 minute stop to try to convince his passenger to get medical attention. He had been sucking exhaust fumes for 40 miles after the right header broke. Povey also clipped a spectator out playing on the dry lake on a motorcycle. This, despite Ed Robinson's strong warnings at the driver's meeting that teams should keep their friends in line and off the race course.

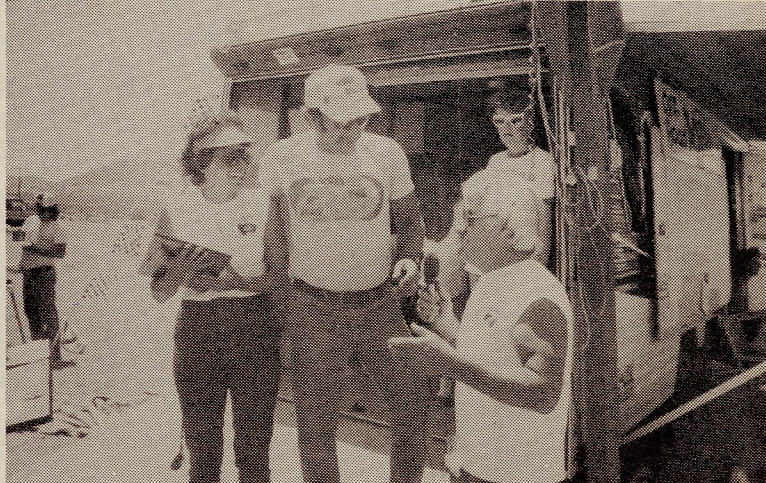
The 1-2-1600 class fronted twelve cars and provided the closest racing of the evening. The victory went to Scott Schaupp and John McFarland in their Reno Bug Barn "Scottco". They squeaked out a scant 20 second win over Alan Rohrer and Paul McCain, driving Lee Evans' buggy, which had the spark plug wires come off three times on the last lap. Just six minutes behind the winner, Mike Olson and Roger Caddell, from Washington, took third in class and fifth overall with a time of 7:08.55. In all, seven of the twelve 1600 starters finished four laps.

Eleven cars started the Sportsman race, but only two made it to the finish line. From Washington, Jeff Akridge took a 9:20.46 victory in his Jackac III, while John Alexander was second, only nine minutes slower. Fred Happich was third with three good laps done, followed by other three lappers Craig Redding and Bob Shermer.

VORRA's favorite husband and wife team, Dan and Kiri Keefer, both completed the first Sportsman lap. Kiri retired her



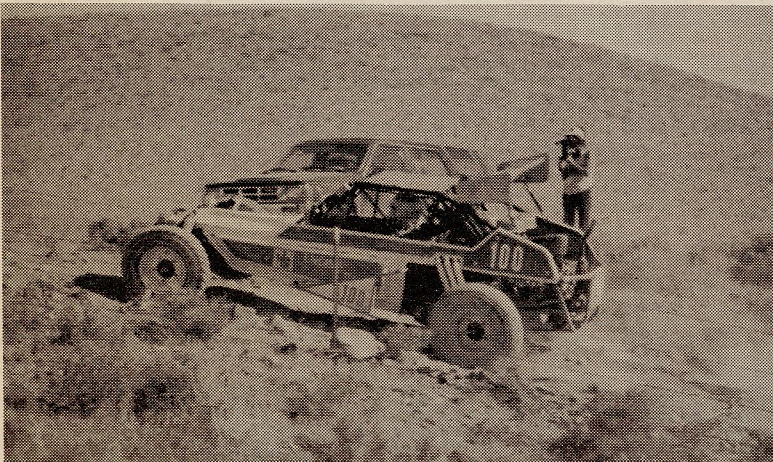
The Keefer family brought their entire family operated Bertolas restaurant from Oakland, CA to feed the assembled multitudes.



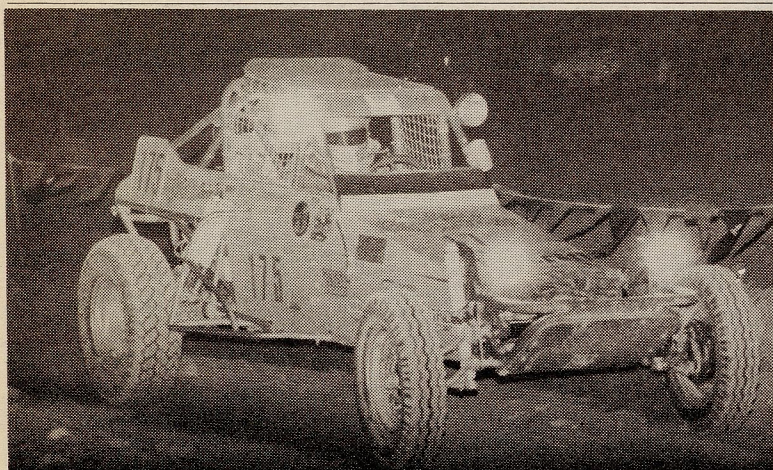
VORRA President Ed Robinson, center, presented an appreciation plaque to long time VORRA supporters Richard Lilly and Laura Stouffer of Super Boot Products.

Baja Bug with bent push rod tubes, while Dan buried his buggy in the bad silt beds on the second lap and spent the night making sand castles. The Keefers brought their family operated restaurant, via motor home, from Oakland, CA, and they fed several hundred people one great barbecue lunch at the awards. In all, 18 finished the four laps, due to the two hour extended time

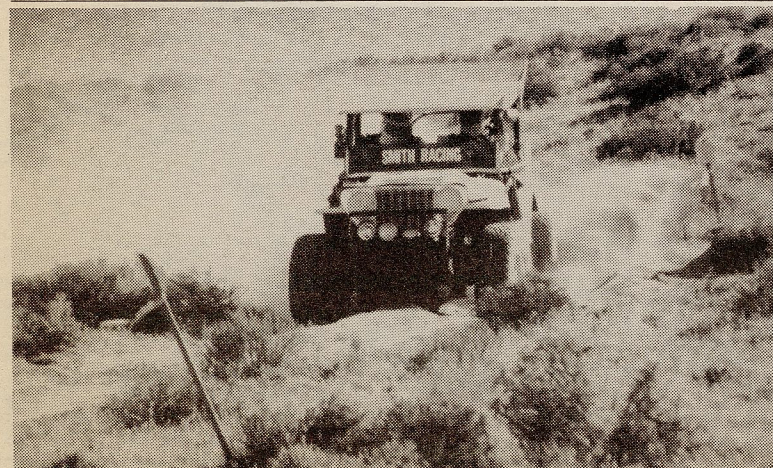
limit, and the front runners split up a \$6000.00 purse. Everyone also toasted Richard Lilly and Laura Stouffer of Super Boot, who were given an appreciation plaque for their long time support of VORRA; they had declined a private jet ride to the Indy 500, to "come and be with some of our best friends." And that is an example of what makes off road racing such a great sport.



Ken Sanislo came from Washington to race, and he led Class 1 in his Berrien all the way, but dropped to second overall at the checkered flag.



Scott Schaupp and John Alexander won Class 1-2-1600 by just 20 seconds after some hasty repairs to a bent rocker arm, victim of a big rock.



Charging across the Nevada desert, the Smith family's Chevy powered Jeep started out strong, then caught fire and retired on the first lap.

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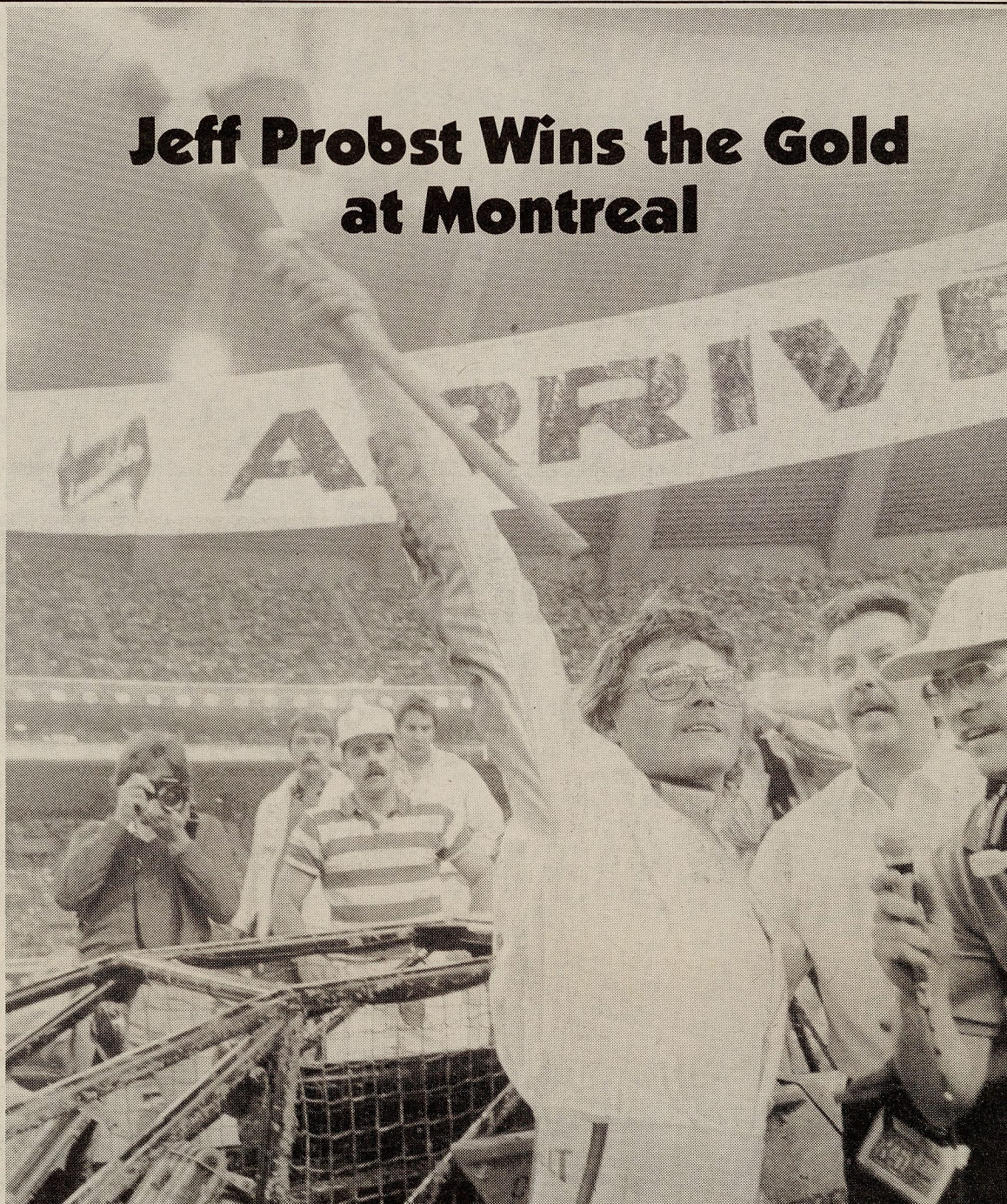
The first of June means Montreal to stadium racers all over North America, for the Olympic Stadium event promoted by Score Canada and sponsored by BFGoodrich has become the "biggest spectacle in off road racing". This year the event lived up to its expectation when 38 Class 10 drivers converged on the Olympic Stadium to be a part of the Super Motocross. This was my first opportunity to attend this particular event, and it was everything it was said to be and more.

There were approximately 100 bikers in the motocross, and along with the Class 10 Autocross drivers, the put on a spectacular show for the crowd of 62,067 spectators. The tickets for the race were sold out two weeks in advance and were being scalped for up to \$50.00 each. The Canadians go for this type of racing in a big way.

The entry was packed with potential Autocross winners. Three time champion in Montreal, Scott Taylor of Illinois had his new Eliminator chassis in the field, and both Jeff and Kevin Probst, also from Illinois had brand new Berrien Lasers on the line. New faces from California were out for the gold. Mike Withers brought his Chenoweth Magnum, as did Tommy Croft, and Pancho Weaver was driving the Texas built Charger out of Stan Rowland's Fort Worth shop. From Florida came Jimmie Crowder, Chenoweth Magnum, Carlton Jackson, Chenoweth, Mike Hester, Funco, and Ken Burkert, who usually competes in Class 1-1600 in his Funco.

A host of drivers came from the midwest and east coast as well as Ontario and Quebec. It was truly an international field all going for the gold, literally,

## Jeff Probst Wins the Gold at Montreal

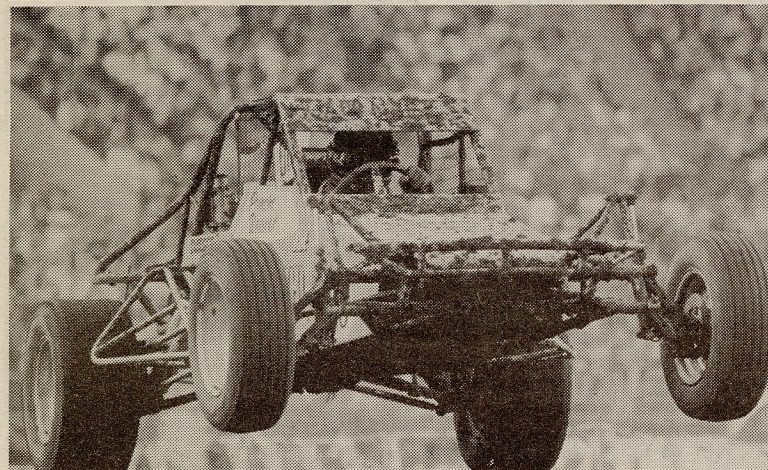


An exuberant Jeff Probst waves the checkered flag high as he salutes the wilding cheering crowd of over 62,000 directly after his main event victory in Montreal.

automatically advance to the main event, and the next four finishers would go into the consolation race, from which only the top two would make it to the main event.

Practice started at 4:00 p.m., and during the first session it started to rain again, not hard but steady. This really made the track a mess. All of the dirt for this race is trucked in and placed on plywood boards that cover the floor of the stadium. After the first practice it was necessary to bring in more dirt to repair some of the bad spots on the track. There was talk of postponing the race until Sunday, but the rain stopped, the skies cleared, and the track got much better.

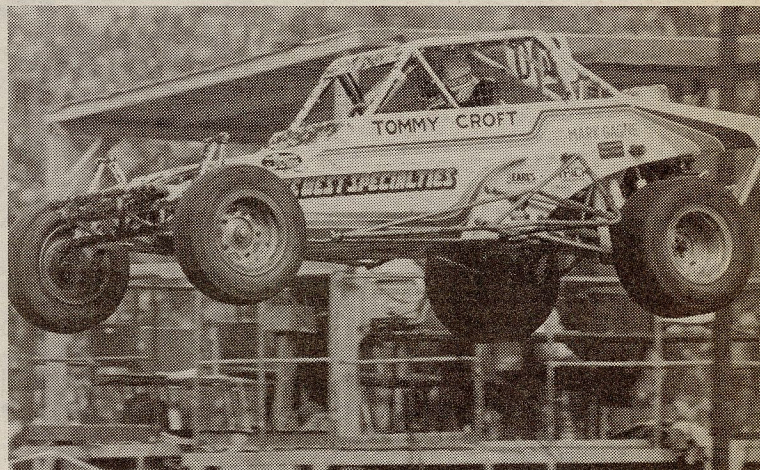
There were twelve cars in the first heat. Ontario's star Bill LeFeuvre was out before the end of the first lap, his Berrien having mechanical problems. Driving his first race with a Class 10 engine, Dean Dodd was first into the first turn, later bobbled a bit and dropped to fourth, and Pancho Weaver took over first place in the Hitachi Air Nail Charger. Mike Hester moved into second, followed by Ed Righter, from New York, in his Magnum. On the last lap Dean Dodd, in the Armstrong Tires/Bilstein Berrien, and Tom Surace, from New Jersey in another Berrien, were fighting for fourth place with Dodd on the outside. Young Dodd ended up rolling over and Surace got fourth and a spot in the main event. Dodd was immediately rolled back onto his wheels by the track marshalls, but he had to settle for fifth, behind Weaver, Hester, Righter and Surace. Dodd, along with Tom Ratcliffe from Pennsylvania in a Funco, and Quebec drivers Robert Lemieux, Richard Buggy, and Denis Boisclair, homebuilt, had



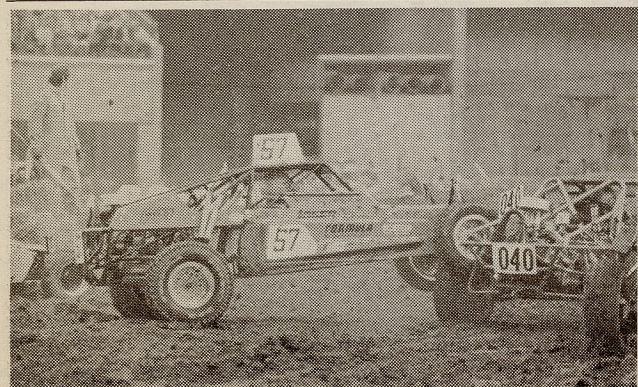
Californian Pancho Weaver drove his Texas bred Charger to a convincing victory in his heat race, and Weaver placed a strong fourth in the finale.

because first place in the main event was worth a pound of gold. All of the 14 starters in the main event would get a piece of the \$25,000 purse, and for the first time, \$1000 was up for grabs for the qualifying heat winners.

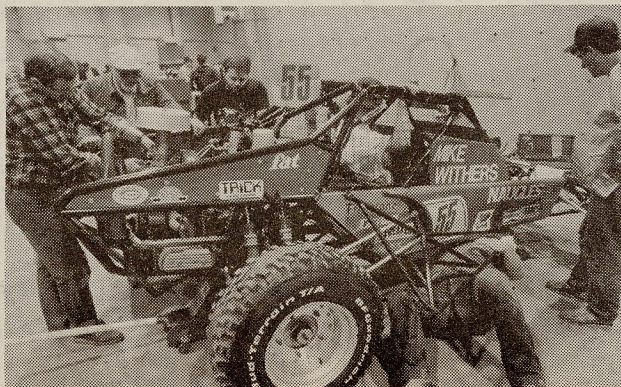
Race day dawned cool, windy and rainy, and track conditions were wet, muddy, and poor. The stadium has no roof. Autocross practice was postponed, but the weatherman said it would clear, and it did. The driver's meeting started at 3:30 p.m. on race afternoon, and the format was explained. There would be three qualifying heats of seven laps each. The first four finishers in each qualifying heat would



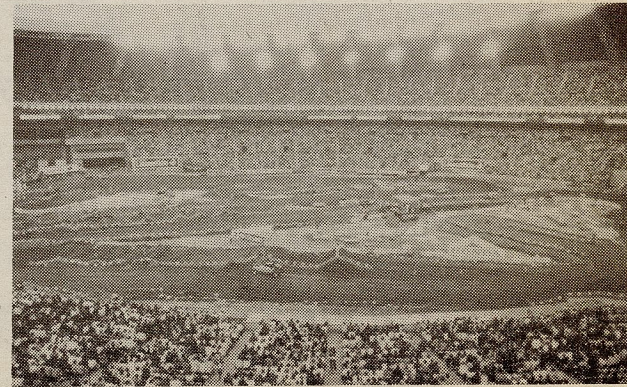
Tommy Croft flew high in his Chenoweth Magnum, leading his heat race from flag to flag, and Croft scored a great third in the wild main event.



Right off the start of the heat race, Jeff Probst got his Berrien up on Carleton Jackson's tire, but Jeff survived to win the big prize.

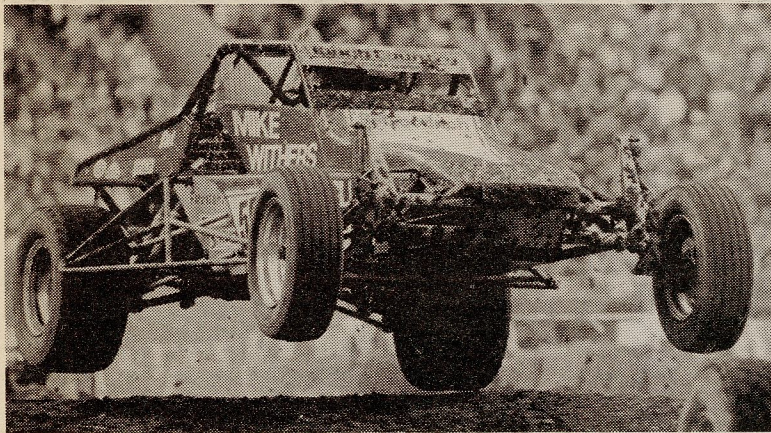


Accustomed to more primitive pits, the Californians enjoyed the luxury of the paved, well lighted, and fully equipped garage area.

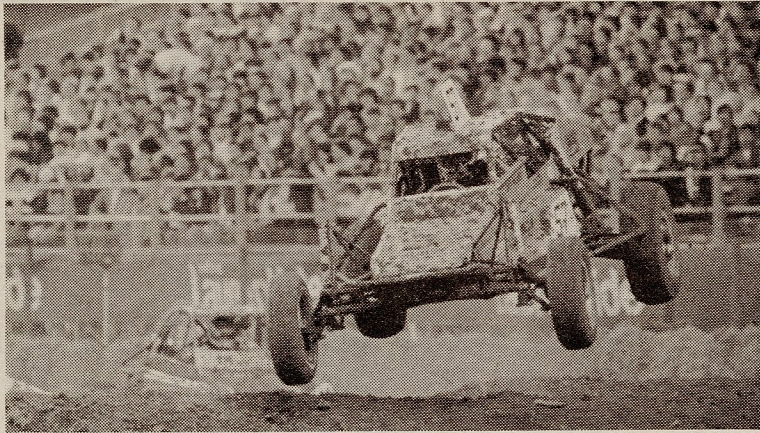


A bird's eye view of the Olympic Stadium course shows the triple serpentine of the run, and the packed house that enjoyed a terrific show.





Mike Withers led half of his heat race in the Magnum, got tangled in traffic, but came back in the main event to place a close second.



Jeff Probst almost didn't make the main event, but he did, and nursed the ailing engine in his Berrien into the victory and he took home the pound of gold.

another chance via the consolation race.

The second heat started right on schedule with twelve on the line. Tommy Croft got the hole shot and was first into the first turn and his Chenoweth ran first from flag to flag. He was challenged for three laps by Normand Vaillancourt of Quebec in a Mantis Spyder, and Jimmie Crowder in his Magnum. Last year's overall winner John McPherson was squeezed out at the start and his Armstrong Tires/Bilstein Berrien landed on the first turn hay bales. The marshalls got him off the hay, but he lost a bit of time, and while trying to get back in the qualifying, he again landed in the hay. Kevin Probst, Berrien Laser, got a bad start, was never better than eighth, and then came off one of the main jumps, hit one of the concrete barriers and broke the front beam.

Croft held a good lead at the flag, followed by Crowder, Vaillancourt and Dave Lofland, from New Jersey, who started fourth and ran fourth the whole heat. The next four who went into the consolation race were Blair Bassett, from Ontario in a Chenoweth, Lee Wuesthoff, from Wisconsin in a Chenoweth Magnum, Allen Andreoli, from Connecticut driving a Chenoweth, and Florida's Ken Burkert.

Mike Withers got the hole shot off the start of the third heat and put his Magnum in first place. Withers managed to hang on in the lead for six laps, with Scott Taylor, from Illinois in his new Exterminator, hot on his heels. In the next lap Withers got hung up with another car on the first turn, and this dropped him to sixth place. Richard Dagenais, in his newly refurbished Richard Buggy, put in a surprise performance and moved from fourth to third, and then into second at the flag.

Meanwhile, Mike Parker from Michigan, in his Berrien Laser, and Karl Wuesthoff, from Wisconsin in another Berrien, were having a tight battle for third in front of Dagenais in the early laps. Parker worked up to fourth and Wuesthoff was third until the fifth lap when Parker made the pass. Jeff Probst had his Berrien close, but it looked as if he would have to run the consolation race. Then, just 20 yards from the finish line, Parker lost a ring and pinion, and, 300 feet behind him Wuesthoff stopped, also with a broken ring and pinion. This moved Jeff Probst into third and into the main event. Scott Taylor led the

final laps for the win, Dagenais was second followed by Probst, and Withers worked his way

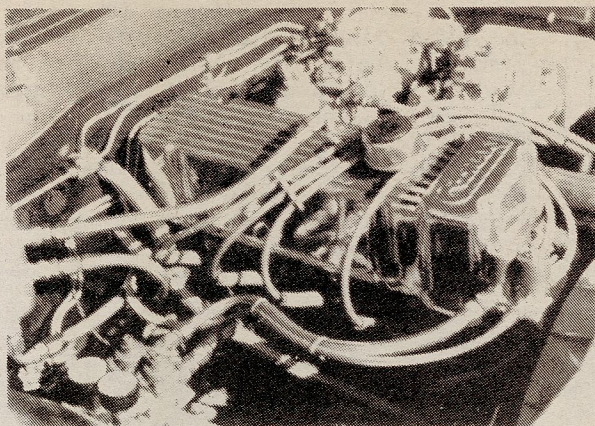
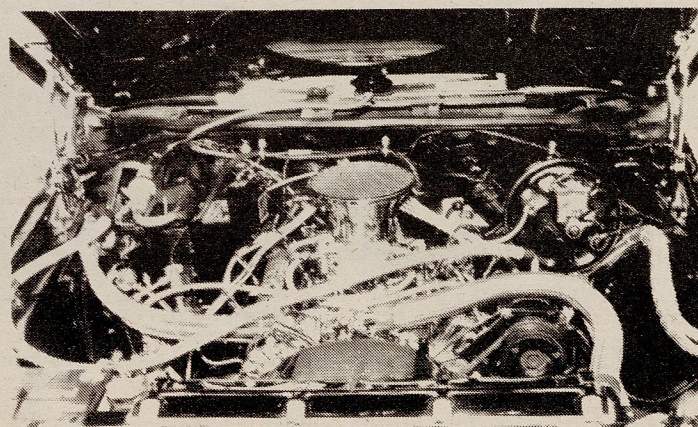
back up into fourth, and into the main event. The next four headed for the consolation race

were Carlton Jackson, Bill Beck, from Texas driving a Funco, Russ Wood, from Ontario, in a

Pro-Tech and Mike Parker.

The seven lap consolation race, or as they say in Quebec the "Derniere Chance", got started with only 11 of the 12 cars on the line. Parker scratched, with not enough time to change to his fresh tranny. Ken Burkert came off the line in first place and he was never challenged. Robert Lemieux rolled on the first lap, but managed to get back in the race. Lee Wuesthoff rolled on the back side of the track and finished fifth. Since only the top two finishers were going into the main event, this was a great race to watch. The finish order was Ken Burkert with Bill Beck very close. Done for the day were Allen Andreoli, Russ Wood, Carlton Jackson, Dean Dodd, Lee Wuesthoff, → → → →

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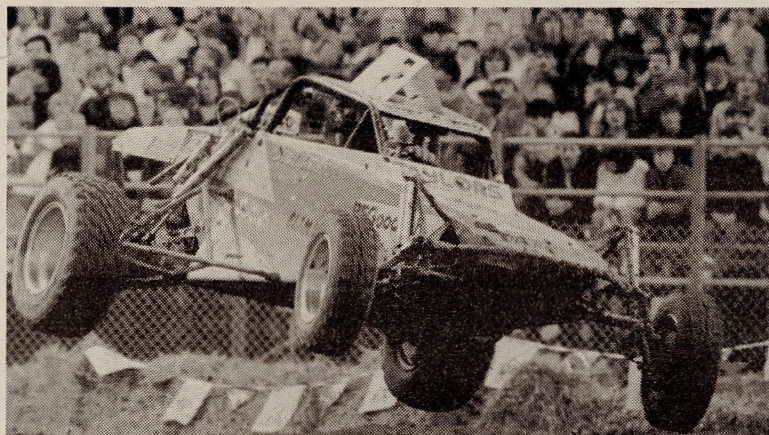
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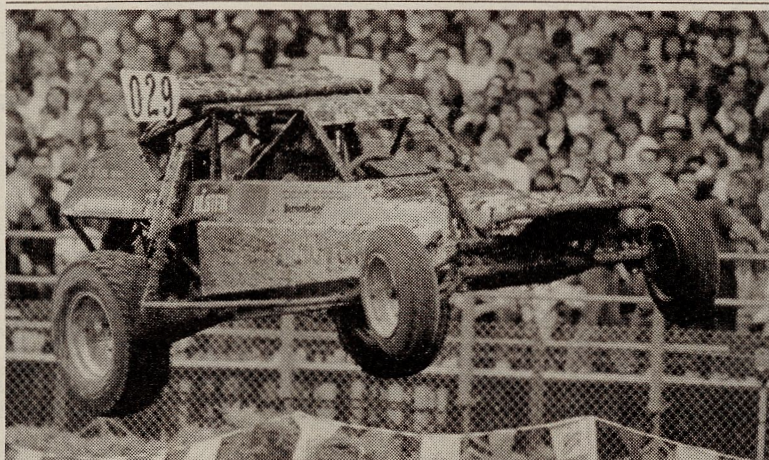
→ → → → Robert Lemieux, Blair Bassett, and Denis Boisclair.

The 62,000 plus spectators stood up in anticipation of what could happen at the start of such an important race as the main event. Mike Withers was off the start first, with Jeff Probst right behind him. Into the first turn Richard Dagenais was third and Scott Taylor fourth with both Dave Lofland and Tommy Croft in his wake and Pancho Weaver was moving fast. Taylor passed Dagenais and was putting the pressure on Probst, who was hot on Withers' tail. Coming into a corner, Withers stalled the mighty Chenoweth, and Probst buzzed by into the lead. Taylor moved in also to hold third, as Withers recovered in fourth place.

Meanwhile Normand Vaillancourt lost his steering and retired, and the action was fierce among the front four, and equally fierce behind the leaders as Tommy Croft, Pancho Weaver, Ed Righter and Jimmie Crowder were all in one pack. Probst still led on lap 9 with Taylor glued to his tailpipe, and Withers nearly alongside. At the end of the lap Taylor and Withers got tangled up, Withers went and Taylor was left astraddle the hay bales with all four tires off the ground. By the time the marshalls could free Scott and get him moving, he was a full lap down from the leaders, ending up sixth at the flag. Out of



A three time winner in Montreal, Scott Taylor won his heat race in his new Eliminator, but a bout with the hay bales put Scott home sixth in the main event.

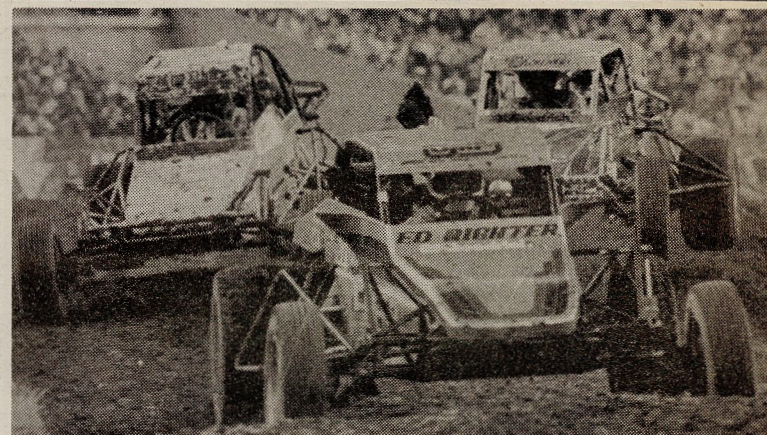


Dean Dodd, son of Score Canada's President George Dodd, did well in his Berrien in the heat race, but later rolled out of a main event slot.

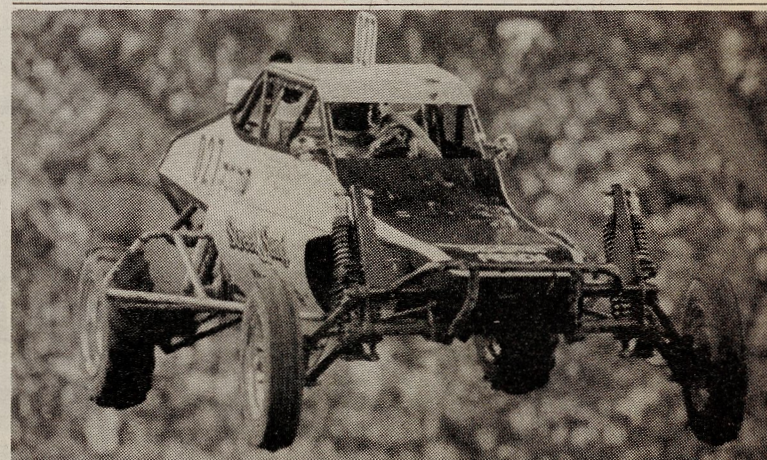
the race at this point were Dave Lofland, Bill Beck and Ken Burkert.

Jeff Probst held onto the lead

in the bright orange Berrien, that by now was smoking heavily with oil problems in the engine. But Jeff held his lead to take the checkered flag first, the winner of the 1985 Montreal Olympic Stadium Autocross. Mike Withers held on in second, followed by Tommy Croft and Pancho Weaver. In fifth was the best placed Canadian entry, the Richard Buggy of Richard Dagenais, followed by Scott Taylor, Mike Hester, Ed Righter, Tom Surace, and Jimmie



They came from all over to race in Montreal. Ed Righter, New York, here leads Californian Pancho Weaver, left, and Florida's Jimmie Crowder.



Ken Burkert, from Pompano Beach, FL, won the hard fought consolation race in his Street & Sand Toys Funco, and he ended up seventh in the main event.

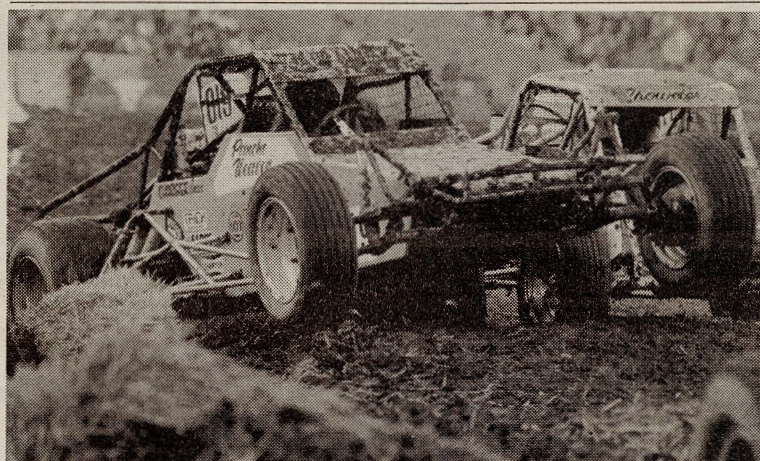
Crowder.

It was the first win at Montreal for the Probst family after four years of trying, the second year in a row for a Berrien chassis, and the fourth for a driver from Illinois. Probst declined to take the traditional checkered flag lap, fearing the engine in the Berrien Laser, sponsored by Armstrong Tires, Weld Wheels, Bilstein shocks and Sway-A-Way would not make another round. As Jeff waved the checkered flag to the packed stadium, the spectators

gave him a Montreal greeting, the traditional "wave around the stadium". Probst later said "there is a lot of luck in racing." Well, "Lady Luck" was riding with Jeff on June 1. During practice he broke a clutch cable and an intake manifold, and he could not repair the manifold before the heat race. Jeff was running fifth in the heat race when both Parker and Wuesthoff broke, giving him third, by-passing the consolation race. Since he started the main event with the engine smoking, there is a good possibility that if he had to run the consolation race, he wouldn't have had enough engine left to finish the main event.

John McPherson, the 1984 overall winner, did not make the main event, having placed ninth in his heat race. It wasn't a good night for the Ontario based lead driver for the Eastern Force team. Once again the Americans dominated the main event qualifiers at Montreal, and only two of the 14 starters were Canadians, both from Quebec. The new boys from California used their home grown stadium experience to good advantage, finishing second, third and fourth in the main event. But, as Jeff Probst said, there is a lot of luck involved in winning the main event on a short narrow stadium track.

A big thanks goes to George Dodd of Score Canada and the CMA promoters for what appeared to be very good cooperation in keeping all the bike and car events moving on schedule. And, thanks to the two corporate sponsors, BFGoodrich and Laurentide Brewery for their financial support that make this fantastic stadium race possible. A personal thanks goes to the Stadium personnel for their hospitality to the press.



The Montreal course is always tight, providing exciting action. Here Pancho Weaver squeezes past Jimmie Crowder heading for a 180 turn.



In his best performance in the Stadium, Richard Dagenais grabbed second in his heat race, and put the Richard Buggy home fifth in the big finale.



Last year's big winner at Montreal John McPherson, right, had a pre-race chat with Armstrong Tire Co. President Paul James, left, and Vice President of Marketing Richard Trafas, next to John, while George Dodd beams at his new sponsors for the Eastern Force Team.

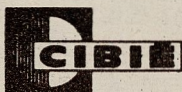


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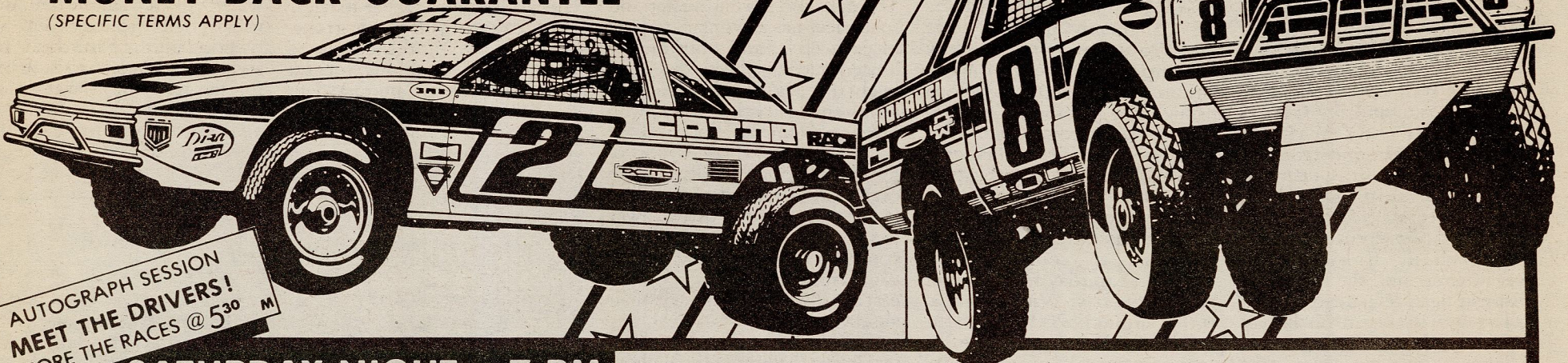
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## THE BFGOODRICH MEMORIAL DAY 100

# The Midwestern Season Opens with a Streamlined Format and Beautiful Weather

Text & Photos: Jean Calvin



Scott Taylor had a near perfect debut, his pair of new Eliminator race cars winning handily in both Class 1 and Class 10, the only two classes he entered.

For many years the BFGoodrich Memorial Day 100 has been the first major off road race in the upper midwestern points series, sponsored for the third season running by Berrien Buggy. There were many changes, some evolving over the seasons, and others a bit of a culture shock to long time competitors. Familiar to all, the site at Lake Geneva Raceway in southeastern Wisconsin had undergone a considerable facelift. Under the new ownership of Kevin Dawson, a former Jeep racer, the facility had been spruced up with shiny chain link fencing everywhere, and the spectator area had been revitalized also.

The activity began on Friday with motor homes towing racers streaming into the area that serves as both a campground and general pits. As is the norm, the tech and registration did not start until evening when the majority of the organizing crew from the 4 x 4s Unlimited made the journey from their home base in Chicago, about 75 miles to the south. Once underway, tech proceeded at a good pace, and when twilight came, so did the mosquitos, who seem to go with good weather in the midwest.

The format of the first of the Berrien Autocross Series events had undergone a drastic change, and the changes brought forth mixed reactions from the faithful attendees at the Memorial Day 100. In the early years the event had been held on a long, over three mile course where a few speed compatible classes raced together for three hours, making the 100 miles a reality. The two day schedule normally held several three hour races. In recent years the course has shrunk yearly, now it is barely

two miles long. Also the race format gradually evolved to more individual heats, at first one hour races, then 45 minute runs last year.

In 1985 the whole format was revised, frankly taking a large page out of the Mickey Thompson Entertainment Group book about Pomona racing. The Memorial Day 100 program featured a pair of heat races, odd and even numbered cars in their respective heats, a consolation race for each class, and a half hour 12 lap main event for each class, with half the entry scheduled to complete their racing on Saturday and the other half on Sunday. With the usual entry around 200 cars, the format seemed a good one for spectator appeal. But for sundry reasons the entry failed to show in similar strength last May in Wisconsin. So, only a few classes had enough entry to muster a field for the two heat races. Consequently there were long periods of time when the track was empty and the spectators restless or bored.

A number of reasons were offered for the lower than normal entry. One was the off road race at Dresser, WI that offered 100 mile feature races. The rank and file midwestern off road racer has a few stars to fight in each class, and only on the longer races, where the stars might need a pit stop, can the rank and file, normally with older equipment, hope to do well. Also, the 1984 edition of the event had admittedly been an organizational disaster, and these factors apparently drove away many of the long haul competitors. The bulk of the usual group from Florida and the east coast were noticable by their absence.

The hordes of Class 8 pickups and 4 x 4s that normally fill those classes to overflowing were among the missing too. Some might have decided to spectate instead of race, since Rod Hall and his older but still potent Dodge was in the Class 4 ranks. The latest of the Stroppe built Dodges was home in Long Beach being prepped for the upcoming



Geoff Dorr ran away from the Class 3 field in his heat race, but DNF'd the main. Dorr came back to win the Class 4 heat, and take second in the main.



Charles Williams, Jr. dominated the 2-1600 action, winning the heat race in a tight dice, and taking the main event wire to wire in his Berrien.

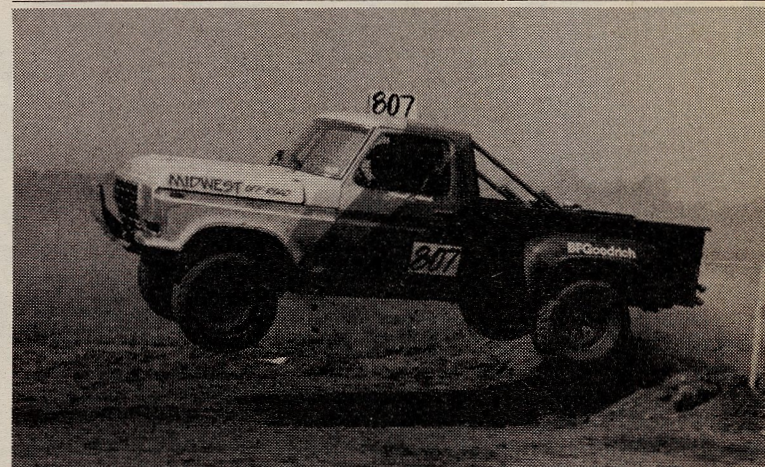


Wisconsin's Jack Flannery had no trouble winning the Class 8 heat race in his Ford, but overheating forced him out while leading the main event.

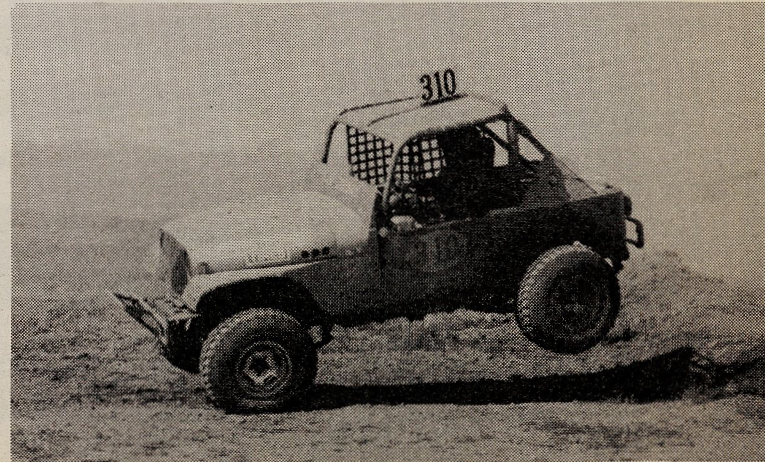
Score Baja Internacional.

However, the consensus of opinion in the pits was that many of the faithful did not like the idea of five lap qualifying races on a shorter course for their grid position in the main event. For sure the new format did negate any value for those who pre-entered a month earlier to get in the drawing for starting positions. With the change in format, grid positions for the main event were determined by finishing positions in the heat race.

The weather was absolutely great, dry and sunny throughout the weekend of racing. But, now the organizers faced a problem, evident after the first Saturday practice, that they seldom need to cope with...dust! It was truly heavy dust on the dry course. No provision had been made for a water truck since the water usually falls from heaven. Still, by noon on the Saturday, a farm style water wagon had been hired for the job, but at that point it was basically a losing battle against the unusual dust

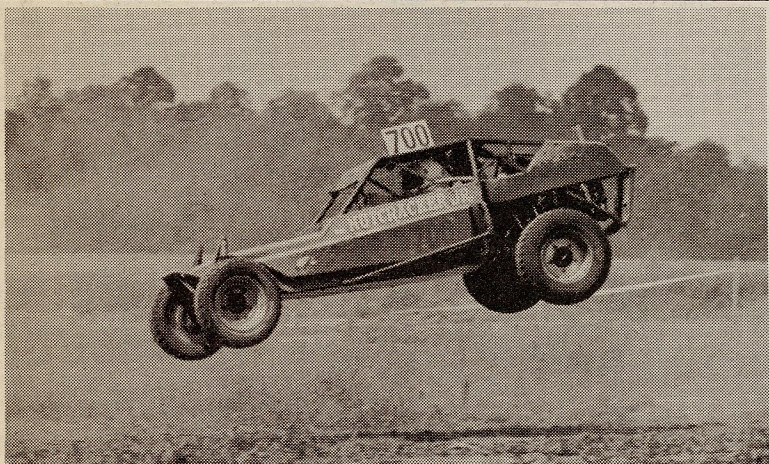


Frank Hood flew his tidy Ford into the Class 8 main event victory, after a race long battle with the small trucks, Hood was third overall.

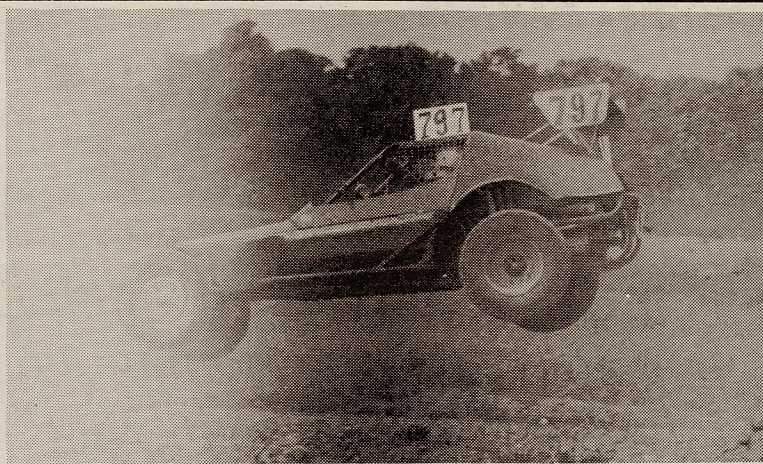


Jan Dudiak drove a good pace in his Class 3 Jeep CJ 7, taking the main event easily, and he had no mechanical troubles at all.

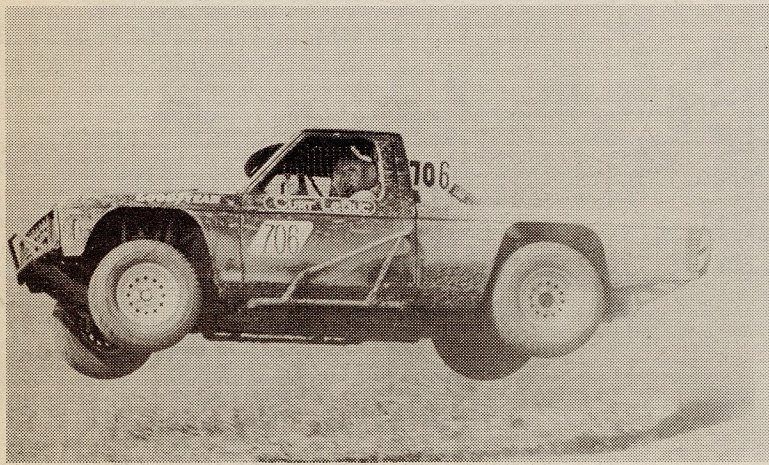




Dave Vandermissen, Jr., came back from an early tumble to win the close fight for second place in the 2-1600 main event, driving a new Berrien.



Peter Karempalis had a see saw battle for second in 2-1600 action, but at the flag he ended up third in the very competitive class action.



Curt LeDuc has a killer 7M Ford Ranger that flies like a buggy, and Curt drove it to first overall in the combined 2WD truck main event.



Chuck Johnson had a great day in his 7S Ranger, taking third in the heat race and beating all the V-8s en route to second overall in the 2WD main.

conditions.

Leading off the race program, Class 2-1600 was scheduled for a single qualifying heat, since some of the 20 car entry had trouble in practice, and some had not shown at all. The lone Baja Bug, a 5-1600 driven by Tim Pfeffer, joined the field, bringing the starters to 16 at the green flag. Instantly Charles Williams, Jr., with Mike Parker riding along to get a hands on pre-run for his Class 10 race later in the day, grabbed the lead, and Williams never looked back. Following closely on the first round in heavy dust were Jim Dooley, Kevin Probst, Peter Karempalis and Steve Tsarpalas. There was a treacherous chicane with a less than scientifically designed jump just past the S/F line in front of the grandstands. Heading into the second lap, Dave Vandermissen, Jr. did a neat cartwheel there, got righted by the turn crew and carried on at the back of the pack.

Williams continued to lead, now with Probst trailing closely, followed by the same three, and the group stayed in fairly close formation. After five laps Charlie Williams, Jr. took the

checkered flag, and Kevin Probst was right on his bumper. Jim Dooley was some distance back in third, well ahead of the pack now, and 14 finished the five laps for a grid position.

The 2 WD trucks were next with a trio of assorted mini trucks, eight full size pickups and a lone Chevy Chevelle Class 6 on the line. It was a slim field compared to other years's that held at least 20 Wisconsin bred Ford pickups. The result of the five lapper was familiar, however. Jack Flannery took the lead immediately in his Crandon, WI built Ford, stretched a husky lead and won by half a mile. In the tricky grandstand chicane, Bill Walker spun his John Baker chassis 7M Dodge and he was centerpunched by Dave Hockers' full size Ford, putting Walker out of the heat, while Hockers carried on.

Midway in the run Curt LeDuc had his tube frame Ford Ranger creation in second overall and stayed there to the flag, followed in at a respectable distance by Chuck Johnson in his Class 7S Score legal Ranger. Frank Hood was next in a full size Ford, and seven completed the five laps.

The Class 3 entry was down to six rigs, and both Larry Thew and Bruce McKinney did not complete a lap. This parade was led from flag to flag by Geoff Dorr in his Jeep CJ 8, followed at some distance all the way by Jan Dudiak in a CJ 7. Finishing on the same lap, Matt Foltz brought his Bronco home third.

The Class 10 entry was the largest of the entire meet, and, augmented by a few 1-1600s, they numbered 26, split into a pair of action packed heats. Although Kevin Probst led the first heat from flag to flag in his Rabbit powered Berrien, he was dogged all the way by Lee Wuesthoff in his Rabit powered Chenoweth Magnum. Jeff Probst kept his Berrien in third all the way, but he finished well back from the two leaders. There was some great infighting back in the ranks, and Mike Reusche emerged from it in fourth just ahead of Bill Pedersen in his two seat Berrien. All but three finished the five laps.

The second Class 10 heat marked the debut of Scott Taylor's new, self built chassis, named the Eliminator, and it was an impressive debut. Taylor took the lead at the flag fall, and he charged hard to win by a big margin. His only serious challenge came from Mike Parker in his new Berrien, but Parker spun near the S/F line midway in the heat, dropping well back, but Parker held second all the way. In a fine performance Karl Wuesthoff put his 1-1600 Berrien home third. Rod Attig, in a twin cam Alfa Romeo powered special, and Don Ponder had the best dice in the heat, but Ponder broke a CV and Attig went on to finish fourth. Canadian Bill Lefeuve lost a fuel pump on the first lap, but he came back strong for the four laps he covered.

After a long intermission, the pair of stock classes took to the track for their single, 8 lap race. On hand were a mere pair of the Wisconsin Class 11s, two seat highly restricted buggies, and a quartet of the 3X showroom stock 4 x 4s, three Broncos and a Jeep CJ. One buggy went out on the second lap, the other carried on for seven rounds before cooking the engine, but Roy Caskey won the Class 11 points for the meet.

The stock 4 x 4s were stalling all over the track, but they all got back in motion by the time the checkered fell after eight long laps. Greg Swiston won over Gary Heiden, both Broncos completing the eight laps, and Tim Voiss was third with seven

laps done in his Jeep.

There was another long intermission before the 2-1600 main event, broken up by a three car, three lap consolation dash for Class 10, which featured a keen dice between John DeYoung and Bill Lefeuve. Finally the surviving 17 2-1600s were on the grid in three rows, and they took off in a giant cloud of dust.

Charles Williams, Jr. got a great hole shot off the start, and by the second of the 12 laps his Berrien had a substantial lead. The real fight was for second between Dave Vandermissen, Jr. and Peter Karempalis, who were really tight, and a bit behind them the fight for fourth was just as close between Todd Wallis and Jim Dooley, but both of them faded back in the ranks before the 12 laps were done. Williams scored another wire to wire victory, again winning by a substantial margin in a trouble free drive. Dave Vandermissen was never challenged for second, and Peter Karempalis emerged in third, trailed home by Doug Motto and Kevin Probst, who never did get his Berrien up to full steam.

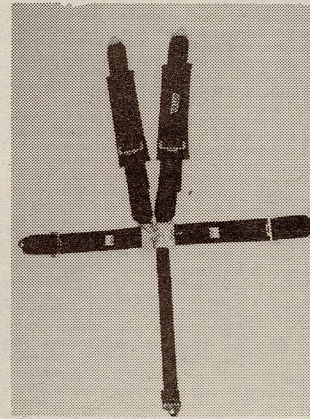
Because of the low entry, the 2 WD and 4 WDs were combined into one 12 lap main event in the afternoon, making an impressive 15 rig field. As expected, Jack Flannery again took off fast and built a wide lead in his Ford. By the third lap Frank Hood, Ford, was fighting off an attack from Curt LeDuc in his modified Ranger, and Chuck Johnson was up to fifth and having a swell duel with Dave Hockers; the 7S lost ground on the straights, but passed the V-8 Ford in the tight corners. Geoff Dorr took the early lead in Class 3, but pitted on the third lap with deranged power steering, handing the Class 3 victory to Jan Dudiak, who enjoyed a two lap advantage over Matt Foltz at the finish.

Up front Flannery led easily, LeDuc was equally alone in second, and the Johnson/Hockers duel kept the fans excited. Then, on ➤ ➤ ➤



The sole survivor in the Wisconsin style Class 11 contest was Roy Caskey, the winner despite blowing the engine late in the main event.

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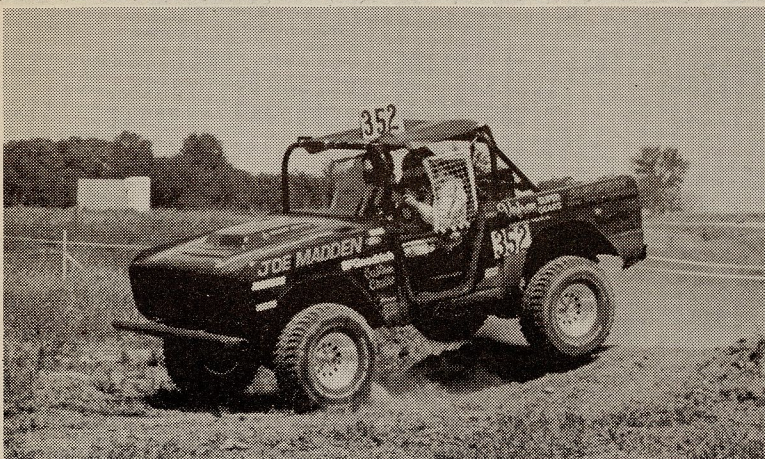
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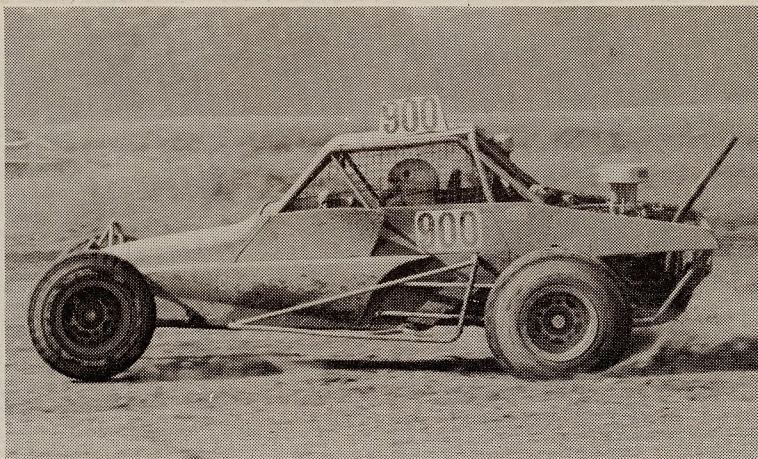
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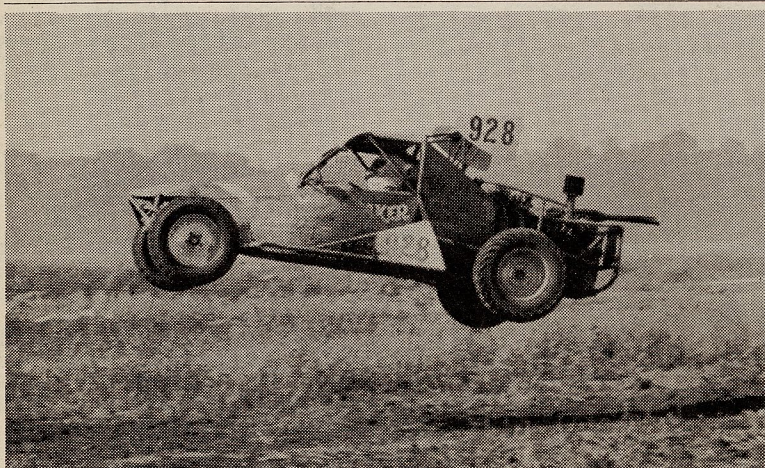




Greg Swiston won the eight lap bash for the show room stock 4 x 4s, and Greg basically outlasted the field in his tidy Ford Bronco.



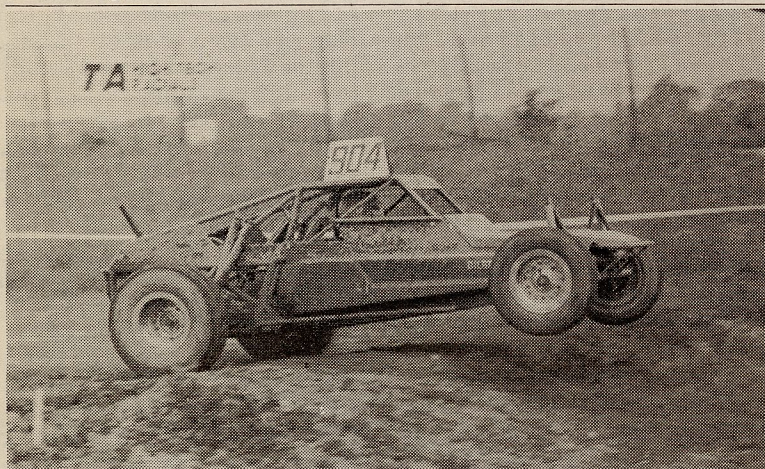
Lee Wuesthoff showed off his new Rabbit engine in the Class 10 Chenoweth Magnum, and Lee got second in both his heat race and the main event.



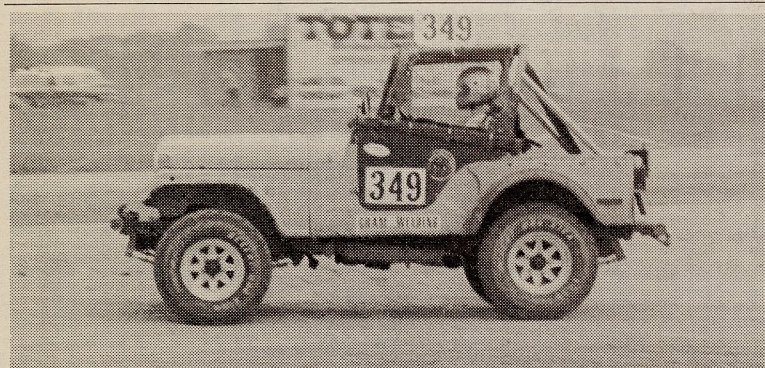
Rod Attig drove his Alfa Romeo powered home built to a keen fifth in Class 10, and his engine had the best sounds of all at the race.



Scott Taylor survived the early challengers in Class 1 to sail over the overwatered course to a resounding victory in the main event.



Plagued with engine troubles in both air cooled and water cooled VWs, Jeff Probst's new Berrien Laser Rabbit was fast while it lasted.



Cindy Braese was the only 4 x 4 finisher in the ladies classes, and it was an accomplishment, since her Jeep was a showroom stocker.

Scott Taylor right on his heels. Among the expected contenders, Kevin Probst had a broken front shock which slowed him, and Mike Parker pitted to change a flat, got in a couple more laps and broke the front torsion adjuster.

Up front Scott Taylor had passed an ailing Jeff Probst, who soon retired with engine trouble. Taylor showed the strong performance of his new racer, and was challenged only briefly by the Magnum of Lee Wuesthoff, who held second place from lap 4 to the flag. Well back, Mike Paulsen was third, followed by Karl Wuesthoff in the 1-1600 chassis, and he had a fine dice with both Ed Righter, Chenoweth, and Rod Attig, who was fifth and the last of the 12 lap finishers.

Sunday dawned with the same clear and sunny weather. The water trucks had been working for hours, but the dust was still a problem when the 1-1600s came out for their pair of five lap heats for the 24 car entry. Thirteen took the flag in the first heat with Hilding Brannstrom out in an early lead, but right in his dust were both Todd Attig and Mike Poppie. Poppie closed up on Brannstrom and made the pass

on the fourth lap. Gail Brockie challenged and passed the brand new home built racer of the youngest racing Attig, and that was the way they finished.

Eleven took the flag in the second 1-1600 heat, and the early action was between Karl Wuesthoff, Berrien, and Al McMillan, with Chris Raffo staying right with them. Midway Wuesthoff had a firm lead, McMillan and Raffo were still battling, but finished in that order. The best dice was between the five behind them all running in tight formation. Mark

McFadzean eventually bested Wayne Brown for fourth place.

With eighteen entries, Class 1 was scheduled for two qualifying heats, and ten of the hot dogs were in the first round. The speed of the unlimited racers brought the Sunday crowd to its feet, as Jeff Probst and Scott Taylor came off the line side by side. With Probst less than a car length ahead, the pair charged around the two mile course in concert for three laps. And, starting the second lap, the grandstand chicane caught last year's overall winner Bert Decker, and he did a perfect full gainer before landing on his wheels, retiring with the front end on the car absolute history.

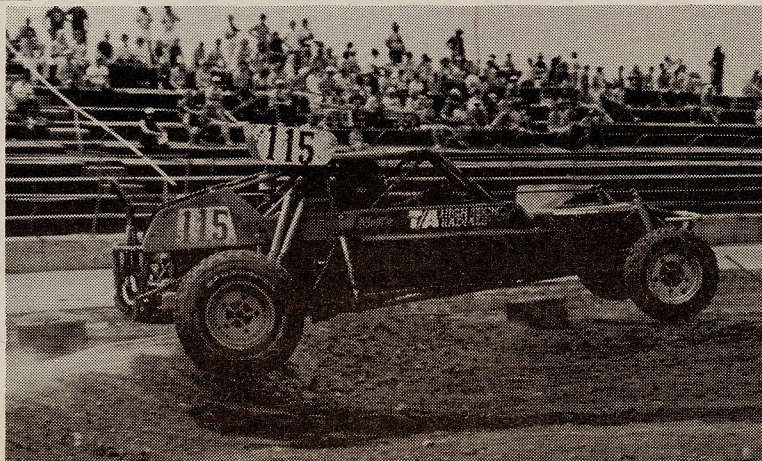
Meanwhile Kevin Probst had worked into third followed by Mike Paulsen as the field strung out. At the flag Jeff Probst won in a Berrien, Taylor cooled it a bit and held second in another brand new Eliminator, and Kevin Probst, Berrien, was third followed by Mike Paulsen. Scott Schwalbe and Jerry Spradling, in one of only three Class 2s in the entry, also covered five laps.

There were eight in the second unlimited heat, but the wire to wire lead belonged to Bill Lefevre in his Berrien. The dice for second was between John Humpe and Art Schmidt, who passed and repassed more than once a lap. To the rear a three way tug of war was on between Mike Reusche, running his Class 10 Funco to an eventual fourth, Doug Bills and Fred Lusk. This bunch ran in tight formation all the way. Although Schmidt closed the gap to Lefevre on the final lap, the order stayed pat.

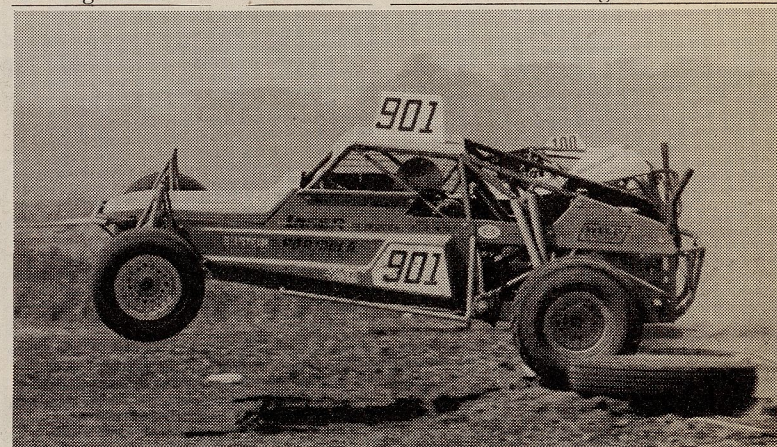
Class 4 was also split into a pair of heats as the organizers tried hard to fill the program with a less than anticipated entry. Seven appeared for the first dash, including Goeff Dorr, his Jeep turned into a Class 4 by virtue of a number change. Desert star

→ → → the 11th lap, the Flannery Ford stopped on course, a victim of overheating, and that was that. Curt LeDuc won the main event in his 7M, and Chuck Johnson finished second, besting all the V-8 trucks in his 7S Ranger. Hood was still close at the flag, while Kevin Pence brought his Chevy in fourth, just ahead of Dudiak.

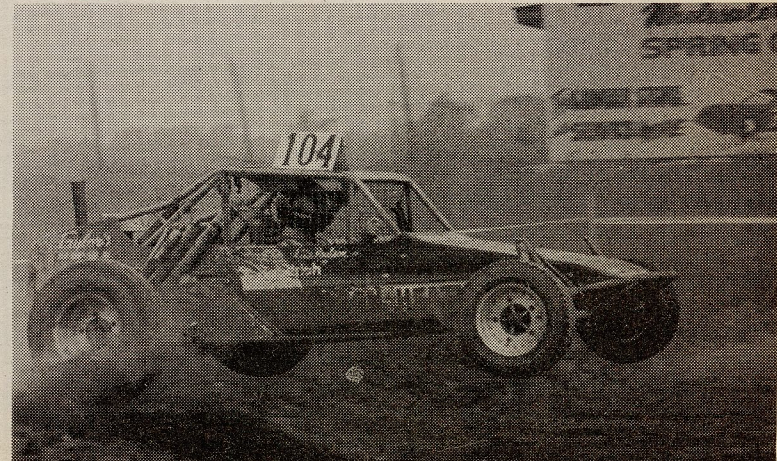
The Saturday finale was the Class 10 Main event. With more than 20 of the top cars and drivers in the area on the line, it bid fair to be a barn burner. The cars took off in three waves, and when the dust cleared Jeff Probst had his Berrien out front with



From Canada Bill Lefevre scored a wire to wire win in his Class 1 heat race, but he had to be content with third in the main in his Berrien.



Driving his new Berrien Laser, Kevin Probst pushed the eventual winner hard lap after lap in the Class 1 main, but Probst finished second.



Driving the same racer in two classes, Mike Paulsen scored a good third in Class 10 and a fine fourth in the Class 1 main event.



Rod Hall, with Jim Fricker riding shotgun, and Curt LeDuc in a brand new tube frame special wearing a Ford grill, were on the grid in the heat too. LeDuc grabbed the lead out of the chute, but, while passing the grandstand, he tried to fly the chicane as he had in the small 7M, and the V-8 powered rig did a spectacular nose stand and crashed on its roof, damaging mainly the sheet metal and Curt's pride. Dorr now led with Hall's Dodge close on his tail in the heavy dust. But, Hall's heavier and stiffer Dodge could not keep pace with the CJ 8, so they finished the five laps in that order. Strong in third all the way was Jerry Bundy in his Class 14 Jeep, powered by a straight six AMC engine, well ahead of the other survivors.

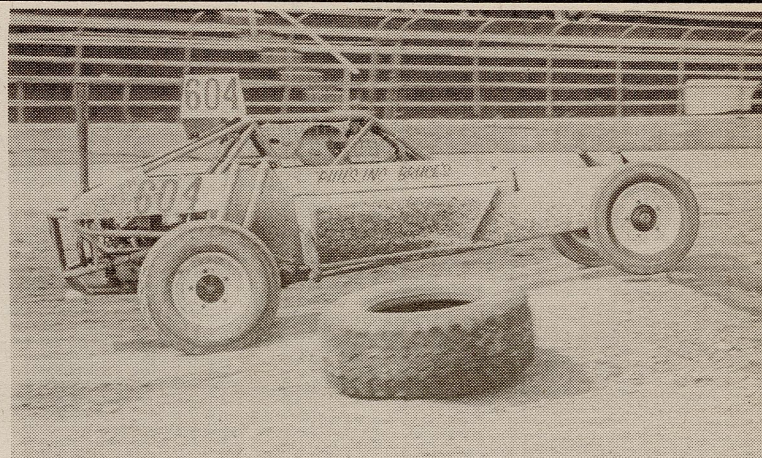
There were ten in the second



Mike Poppie had a very good day in Class 1-1600. Poppie won the heat after a close dice, and ran away with the 20 car main event.

round for Class 4, including the single seat special of Ray Janusz. For a couple of laps Mark Siedler led Janusz, his Bronco booming around the course. But Siedler

lost a tire on lap 4, and Janusz then had no trouble en route to victory. Dennis Chencharic, in his Jeep CJ, was a long second, followed in an equal distance by

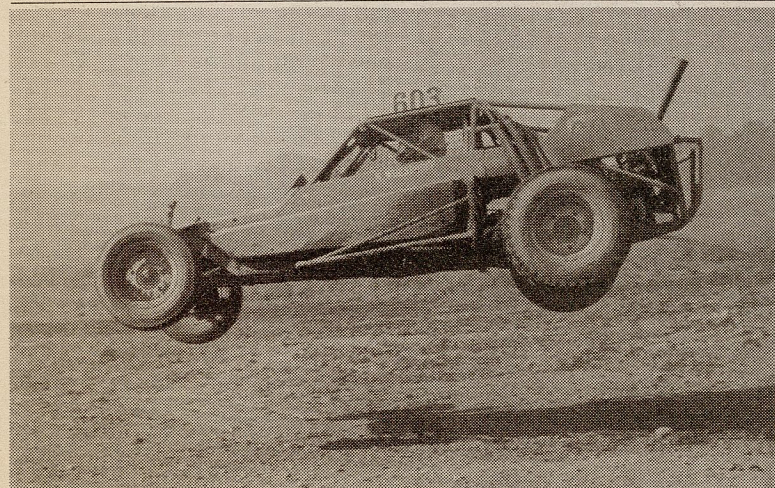


Hilding Brannstrom was the early leader in both his heat race and the main event, but mechanical woes forced him out before the flag.

Greg Gerlach in a Jeep Honcho. Intermission was followed by an eight car consolation race for the 1-1600s. After an early dice with Curt Wuesthoff, who failed

to finish, Steve Krieman won the five lapper, and the whole bunch advanced to the main event at any rate.

The full field of 20 1-1600s came out for the main, and this race was fast and furious in the early laps. Hilding Brannstrom and Mike Poppie staged a rerun of their epic battle from the heat race. But, by lap 3 Poppie had a secure hold on first place, and Brannstrom was fighting off a serious attack from Steve Krieman. Brannstrom vanished on lap 7, and Poppie pulled out a comfortable lead over Krieman. Just astern Todd Attig and Karl Wuesthoff were having the best dice of the race. As the laps ran out, Mike Poppie held his lead to the flag. Wuesthoff moved in to challenge for second, making the pass on Krieman on the very last lap, and Todd Attig was close in fourth as well.

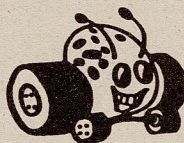


Working up from the back of the pack in the 1-1600 main event, Karl Wuesthoff passed into second place in the middle of the very last lap.



Steve Kreiman charges one of the man made jumps on course en route to a hard earned third place in the 1-1600 main event in Wisconsin.

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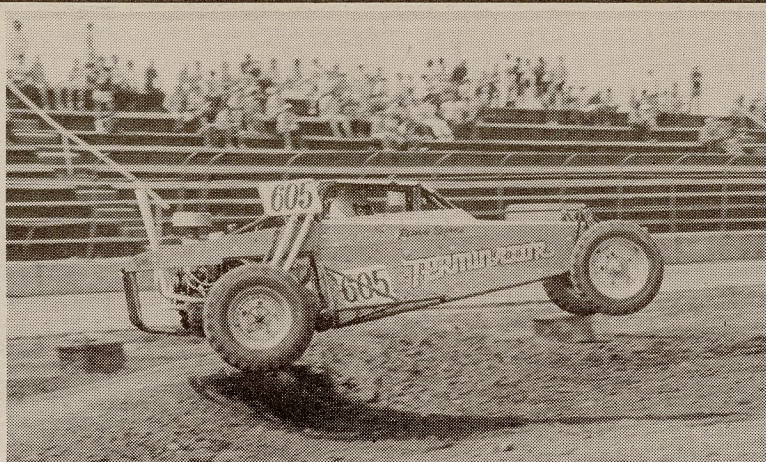


→The Class 1 main event featured a ding dong struggle among the 16 starters in the early laps. Jeff Probst, Scott Taylor and Kevin Probst ran almost side by side for the first two rounds. Then Jeff was out with more engine woes, but the other two carried on. Taylor had the lead on the third lap, but Kevin stayed right with him, and the pair were lapping most of the field in five laps.

Bill Lefeuve came out of the dust cloud on lap 3 to take over third, and he was all alone there, finishing third. On the eighth round Kevin Probst pulled off course for a few seconds, handing Scott Taylor a good lead and the second victory of the meet for his new Eliminator chassis. Kevin Probst had to fight off a real challenge from Bill Lefeuve in the waning laps, as they passed and repassed several times, but Probst was second at the flag. Fourth went to Mike Paulsen, and fifth, and the last of the 12 lap finishers, was Al Schmidt.

Fourteen came out to contest the Class 4 and 14 main event, but after a couple of laps it turned into a parade. Geoff Dorr led the first lap, but by the second round, in his hastily rebuilt special, Curt LeDuc came from the back of the pack to assume the lead, stretching it way out lap by lap all the way to pay dirt. Dorr held second all the way as well. Ray Janusz kept Rod Hall at bay until the special pitted midway in the race and never came back. Dorr closed the gap some on LeDuc by lap 11, but he had to be content with second, first in Class 4, and Rod Hall was next in the heavyweight Dodge, followed by Jerry Bundy, doing a grand job with the six cylinder Jeep, the last of the 12 lap finishers.

The ladies race is the traditional close of the Memorial Day 100, and the girls were on the grid just as the sunshine gave way to clouds. The ladies classes are unlimited, limited, and 4 x 4, and Diane Fader, in Scott Taylor's Class 10, was the only unlimited entry. The 1600



Driving a car he built himself with the help from dad Rod, young Todd Attig ran with the 1-1600 leaders, and finished fourth in the big class.



Visiting from the west, Rod Hall, with Jim Fricker riding as always, flew the heavy Dodge to a fine third overall, second in Class 4.



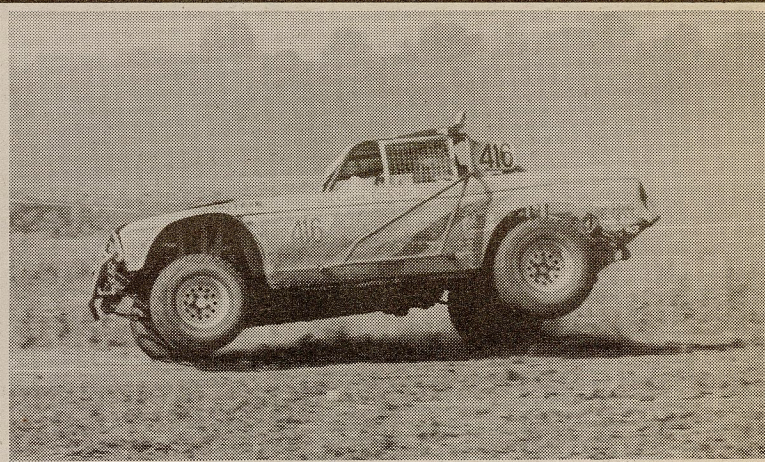
Ray Janusz started out strong in his odd looking single seat 4 x 4, and ran third in the main until he pitted with mechanical troubles.

drivers did not want to race against this car, so the officials decided to give Diane a 1½ lap

start delay in the 12 lap race to make the competition fair!

Including the two 4 WD rigs, there were eleven starters. The race featured a very close and exciting battle between eventual winner Tiffany Baker and eventual second placer Joanne Karpf, and the two 1600 drivers ran away from the field. Tiffany drove a 1-1600 and Joanne a 2-1600. Even with the severe handicap, Diane Fader took off fast in the Eliminator that she had never driven, unlapped herself once and finished a fine fourth behind Barb Knutson. Driving a 3X stock Jeep CJ, Cindy Braese was the only 4 x 4 survivor.

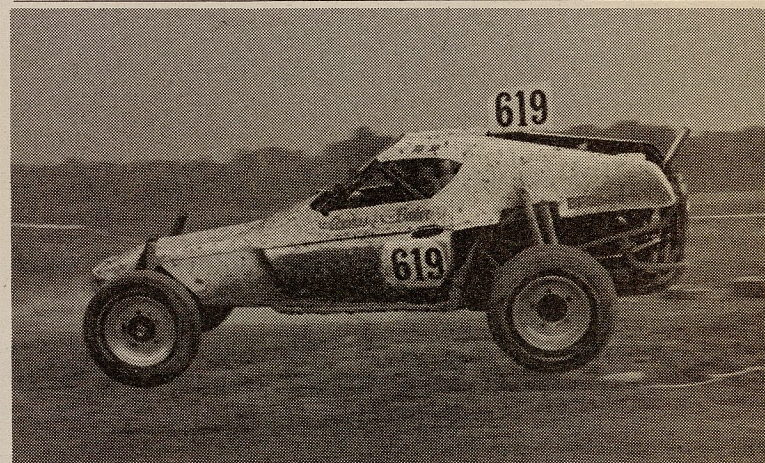
Just to remind the participants that this was a Memorial Day weekend in Wisconsin, the heavens opened up with hail and rain about half an hour after the track was shut down. The awards were held in a huge tent right in the pits about 7:30 in the evening. The cash payback was more than \$18,000, plus contingency monies. The organizers presented a handsome plaque of appreciation to Jeff Cummins of BFGoodrich, who brought in a lot of folks and entertained them with food and



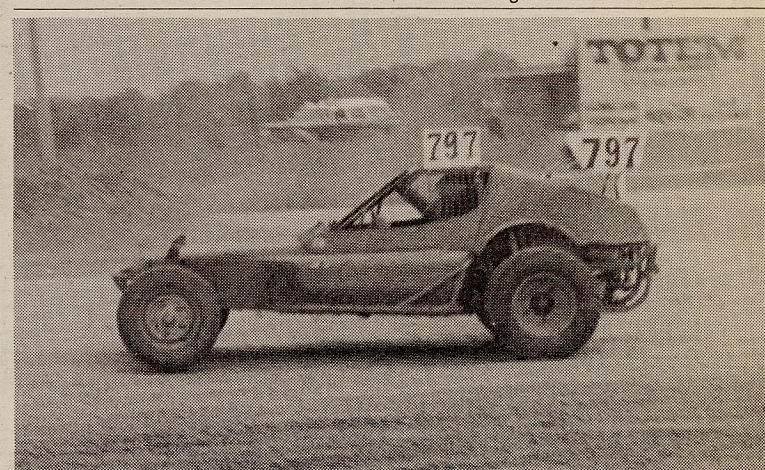
Curt LeDuc's Ford Special was so new it wasn't painted, and despite dumping it in the heat race, Curt came back to win the combined Class 4 and 14 main.



Jerry Bundy sailed over the jumps in his straight six powered Jeep Special, and the New England driver was fourth overall in the 4 x 4 main event.



Tiffany Baker had a flawless run in the near dark of the ladies race, and she drove the 1-1600 into a smart first overall at the flag.

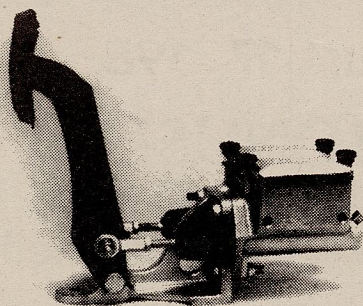


Joanne Karpf got along side the eventual ladies race winner several times, but Joanne ended up second at the finish in her 2-1600 car.

libation in the spectator area, as well as sponsoring the event. The new format was the big topic of the bench racing sessions. Those that won main event money professed to like it (there was no purse for the heat races). But, the majority preferred, or said they did, the longer duration races, one per class as in the past. The organizers plan several critique meetings in the coming months to sort out what sort of schedule will bring back the massive entry of yore. They also, in our editorial opinion, need to design a class structure that will put the tube frame race cars with truck bodies in a modified class. This could bring back the Class 3, 4 and 8 racers in the strength of past years. The west coast solution for those vehicles has been to put them in Class 1 or 2. However, the usually strong Class 2 entry also failed to show this year in Wisconsin. Truly the organizers now have some knotty problems to solve for the rest of the season and beyond in the Berrien Autocross Series.

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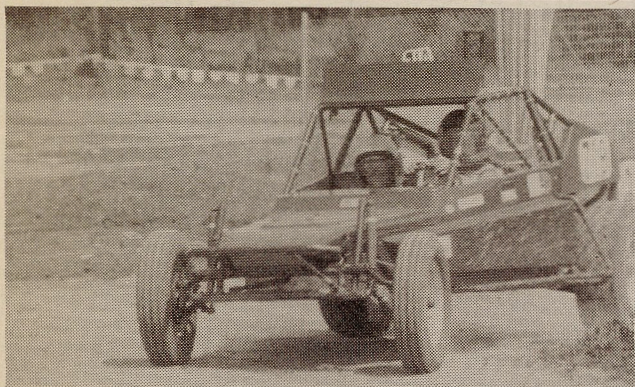
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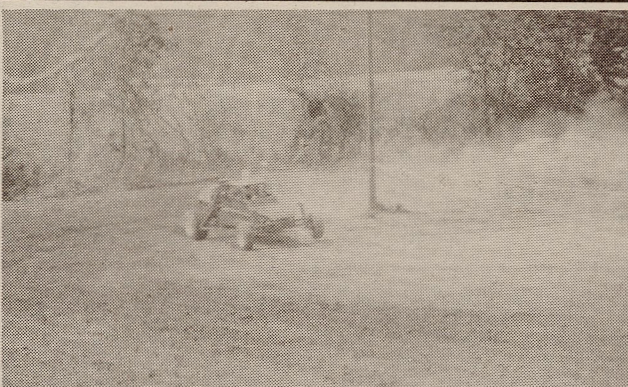
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Chuck Williams, with his sister JoDee riding in the 2-1600 Berrien, led both 1-2-1600 heats wire to wire for a total victory in the class.



Mike Parker did well in his new Berrien Laser, second in the 1st Class 10 heat, but brake problems put him out in the 2nd round.



Jeff and Kevin Probst brought two brand new Berrien Lasers and Kevin won Class 10 on points while Jeff won a heat and was third on points.

## Early Birds Go Racing at Paragon, Indiana

The first race of 1985 in the Midwest was held at Paragon Speedway, in Paragon, Indiana, on May 5. The event was sanctioned by the Mid-America Off Road Racing Association with the organizing work done by the Indiana Off Roaders. Paragon is about 30 miles southwest of Indianapolis, and the Speedway is a quarter mile dirt oval where stock cars and sprint cars usually compete. The World of Outlaws also run there several times a season, and they are reported to pack the stands on their race nights.

Most of the cars on hand last May belonged to local drivers, most of whom are not the regulars on the Berrien Autocross Series. However, on this particular weekend there were several drivers from the BAS, because this would be a good shake-down run before the Memorial Day 100, the BAS season opener.

The BAS drivers included Mike Parker, Jeff and Kevin Probst, Scott Taylor, Wayne Brown, Charles and Chuck Williams and Daryl Burk. Taylor had his brand new car, the Eliminator, minus the fiber glass body. He did have a sheet metal body on the car at Paragon. Mike Parker was debuting his new Berrien Laser, which he and his Dad spent all winter putting together. Wayne Brown drove his previously owned Mirage 1-1600, which he bought from Jim Slankard out of Flint, MI. Both of the Probst brothers had brand new Lasers on the line.

The competition day started with an Obstacle Course. Although most of the drivers didn't know it, the Obstacle Course turned into the qualifying heats, providing the starting positions in the heat races. A couple of the fellows didn't realize they had to run this event for grid position and passed it up, and ended up last on the grid in their heat race. Others entered the Obstacle run just to see how their car was running, and thereby lucked out with a qualifying time.

There was lots of time between the Obstacle and the start of the serious racing. The heat races

finally got started after lunch, with the 3 Wheelers and Quads going first, followed by Class 11. Then came a ten lap heat for the 1-2-1600 cars. In this race Al McMillan jumped into the lead on the third lap and went to the flag for first place in Class 1-1600. Chuck Williams, with his 16 year old sister JoDee riding along, led the 2-1600s from flag to flag for the victory.

In the Super 1600 single seat bash, Mike Parker had a strong lead, and Jeff Probst worked his way from the back of the pack second place. Parker took a corner wide in the eighth lap, and into Probst got underneath him, passed and Jeff won the heat. Parker was second and Scott Taylor was third. At the start of this heat Romero Gonzales got hung up on the first corner, got bumped and rolled over. It took several minutes for the course workers to roll him upright and back into the race. And, Dale Scott took one of the back jumps too fast and rolled over and off the race course and out of the heat. He was not hurt, and managed to get his car in running condition for the second heat. Daryl Burk lost his rear engine cage, got bumped by Scott Taylor and lost the fan pulley system and was done for the day.

The second Class 1-2-1600 was almost a rerun of the first. Al McMillan took the lead on the sixth lap, he stayed there, and finished first overall for the 1-1600 points for the day. Chuck and JoDee Williams repeated their performance also, and were first in 2-1600 in the heat and for the event.

In Class 10 Scott Taylor jumped into the lead off the line, with Mike Parker and Kevin Probst just behind him starting their second heat. Parker held Kevin Probst off until lap 9, where he took the corner a little too wide. Kevin ducked into the opening, bumped Parker whose brakes locked up, and Kevin went on, Parker retired. At the flag it was Scott Taylor, Jeff Probst, Kevin Probst and Dale Scott in the front four. Overall for the day, the Class 10 standings on points put Kevin

Text & Photos:  
Brenda Parker

Probst first for the day, Scott Taylor second, Jeff Probst third and Mike Parker fourth.

At press time final results of the other events were not available, so DUSTY TIMES apologizes to the other drivers for not printing those results. Most of the local drivers' names were unfamiliar to your reporter, so coverage became impossible. Hopefully this situation will

improve by the next off road race at the track, which will be a Berrien Autocross Series points race.

All in all, it was a good weekend of racing at Paragon Speedway with a little something for everyone, including a trophy dash on the oval track; this entry looked like a "run what you brung" affair. It was a good shake-down for the new cars heading into BAS competition, and the drivers all seemed to have a good time.

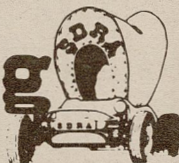
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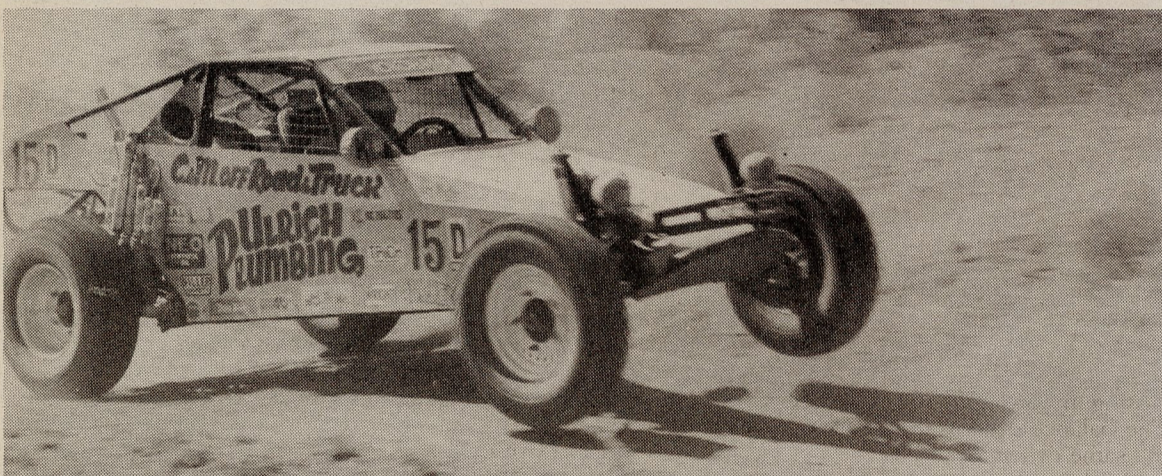


## AMSA'S 12 HOUR MOJAVE DESERT CHALLENGE

# Tom Malloy and John Basso Win Overall

By Judy Smith

Photos: Judy Smith/John Howard



Overall winners in their 1600cc Raceco, Tom Malloy and John Basso ran a flawless race to take the 12 Hour Challenge by 18½ minutes.

Once again, the limited classes hung in there and took the overall win at one of AMSA's California City Desert Challenges.

This time it was Class D, the limited one and two seat 1600cc cars which prevailed, after a long, close struggle. Tom Malloy and John Basso, in their Raceco, managed to squeeze off nine laps, in 11 hours and 37 minutes to get the win.

AMSA used basically the same course for this event as they had for last year's 12 Hour, omitting only one small, rough section. The course was approximately 60 miles long with two stop checks and four mandatory road crossing stops. At the stop checks the AMSA scoring officials were writing down the car numbers, while one brave soul would affix a sticker to the side of the race car. Each stop

check had its own color, and at the end of the race it was a simple matter to see if the car had been through each check the claimed number of times. For example, if there were eight green and eight orange stickers, it was certain that the car had been at each check eight times.

The mandatory road crossing stops were not being flagged, but were being monitored. AMSA had routed the course so that in each case, it was necessary to slow down for a turn just before the crossing. This meant that no one would be coming into the crossing flat out, and would, in theory anyway, have plenty of time to see the road marker and stop. The system was explained in detail at the drivers' meeting just before the start of the race, and it seemed to work very well. Only two drivers failed to get the message, and they suffered the

consequences.

The AMSA Challenge bet was on again, and this time it had been said that AMSA would prime the pump, so to speak, with a \$500 starter.

As it happened, the Land Speed Insurers, who are apparently the insurers for most off road events these days, tripled the premium for the policy for this race, and wiped out their Challenge fund. So the racers were on their own, and seven of them decided to bet on themselves, making a separate pot of \$700 to be awarded in one lump to whichever of the seven had the best finish. Drivers who entered were Jim and Jeff Stiles in Class C, Steve and Don Barlow in Class D, Ken Griffin and Dennis Beeghly in Class A, Ed and John Mohr in Class B, Roger Starkey and Randy Ivey in Class A, Brad Goodrow in Class C, and Dale Poe in Class A.

With 43 starters, the race was about average size for an AMSA California City event, and seven classes were represented. The shortage of numbers in the open single seat class meant that Mike Young ran with the Class A (two seaters) cars in his single seat Mirage, and the three Class S cars (unlimited Baja Bugs) were pitted against the six Class B (short wheel based one and two seat buggy) entries. Class C, the 1650cc one and two seaters ran with seven entrants, and Class D, the limited 1600cc one and two seaters, had the biggest group with 15 starters. Class V, the 1600cc Baja Bugs, ran by

themselves, at the back of the pack, with five starters.

AMSA has been using a first-come, first start system for the '85 season, which means that almost anyone can be the first car off the line. For this event it was the Stiles brothers, Jim and Jeff, in the family two seat pre-runner, which has been upgraded into a racer since Jeff decided to get in on the fun. Even with the less experienced Jeff at the wheel, they were the favorite to be the first car around at the end of lap one. But Lady Luck abandoned the Stiles family once again, and Jeff lost some of his rear shocks and a throttle cable. It cost him eight minutes, plus an interminable pit stop. In the meantime, Greg and Ben Hibbs, a father and son team in a Chenoweth Magnum, ran a tidy hour and 11 minutes to lead Class C. Not far behind them were the Dillon brothers, Craig and Bob, in their Larry Bitcon prepped Raceco/ORC. Brad Goodrow, whose car hadn't been touched since running the Mint, ran third with only part throttle. When they finally got moving again, the Stiles car, with Jim now at the wheel, went about a half mile out and lost the transmission. They packed up and went home.

It was a close race for several laps, with the Hibbs team leading the Dillons, who were driving their second race, by only a minute and a half at the end of the fourth lap. Then the Hibbs car lost several minutes, due to a quick rollover on Ben's second lap, and the Dillons grabbed a three minute lead.

But on the sixth lap both cars rolled, apparently within three miles of each other, and the Dillons sustained some chassis damage, which caused them to park the car in the pits. The Hibbs car went on, fighting for the overall win, but their half hour down time on that sixth lap was their undoing. They had time to finish nine laps in 11 hours and 56 minutes, to get the Class C win, and a fine second place in the overall standings.

Goodrow, and co-drivers Charlie Mooklar and Jim Hoogioan whose pit finally found the loose throttle cable, enjoyed a couple of laps with full throttle and finished second in Class C, with eight laps completed. The Dillons' five laps earned them a third.

Bub Utgard had his Dewi Bug Baja Bug out in front of the combined S and B cars at the end of the first lap by a little over two minutes. In second place it was

Ed and John Mohr in their old Funco, with Brian Edmonds, in his Hi Jumper, just 21 seconds behind them. But then Utgard sheared his alternator pulley, and it took his crew a full lap to find another in the CORE pit and get it installed.

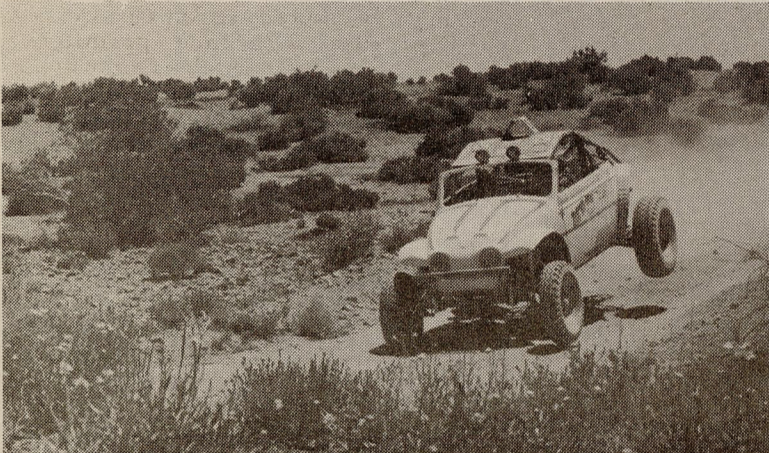
The Mohrs took over the lead now, with Edmonds about four minutes back and Tom Mattingly, Toby Carlson, and Bob Kephart third in their two seater, which was missing the glass on the passenger side. By the fourth lap the Mohrs had a six minute lead, and Mattingly, Carlson and Kephart were out with a blown motor. The other two Baja Bugs, George Seeley and Nick Castillo, were both out with transmission troubles. Now the old Hi Jumper, the "Cloudhopper", complete with its swing axle suspension, moved into third place.

In spite of steering box troubles and no oil pressure, the Mohrs, splitting the driving chores, kept chugging along, and held their lead all the way. Edmonds, his suspension failing, held second place firmly, while Scott Weir and Del Tooman, in the Cloudhopper, after having to change torsion bars and spring plates, slid along on their skid plate because the spare torsion bars were longer and meant they had to run shorter tires.

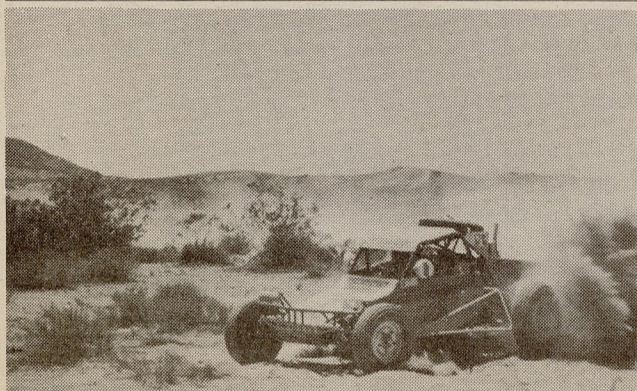
The Mohrs finished eight laps, with the red light glowing in the dash, to take the win. Edmonds, his rear suspension gone, finished a half hour later, also completing eight laps, for second place. Tooman and Weir, with only six laps, were third.

There were four unlimited two seat cars running, and one unlimited single seater, in the combined open class. Roger Starkey had his Hi Jumper out in front of everyone before the first lap was over, by passing the 10 cars that started in front of him. He zipped off the fast lap of the day with that partially traffic free run, at one hour nine minutes and 19 seconds. Ken Griffin and Dennis Beeghly ran second behind him in another Hi Jumper, while Mike Young was third in his single seat Mirage.

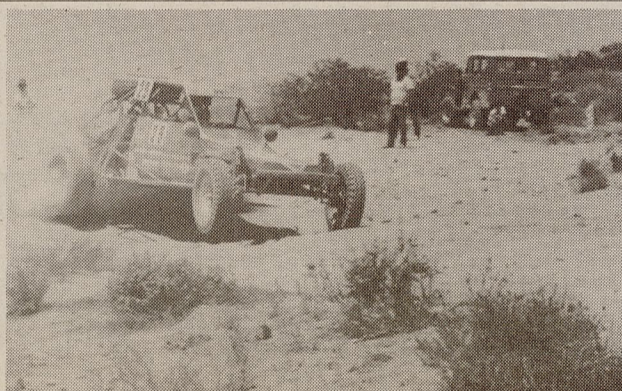
Starkey pumped out another quick lap the second time around, only 32 seconds slower than his first, while Griffin and Beeghly held second place. Then Starkey, who'd planned to fuel up at the end of the third lap, ran out of gas midway through that loop, and lost 20 minutes. Beeghly and Griffin now held a three minute lead, but it didn't last long, as they had 35 minutes worth of problems on the next



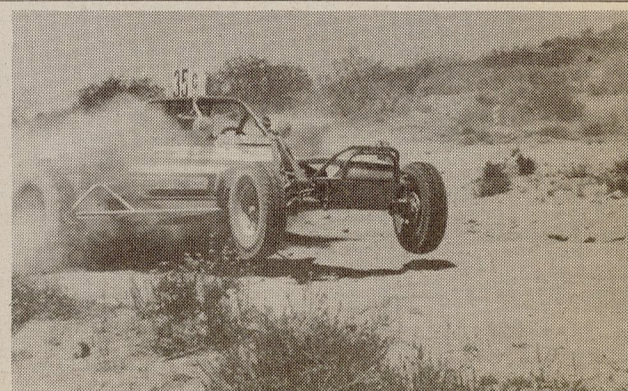
In the combined Class S and Class B, Bob Utgard had the lead in his convertible bug until he sheared an alternator pulley.



Winners in Class C, Greg and Ben Hibbs each rolled their Magnum, but landed on their wheels both times and covered nine laps.

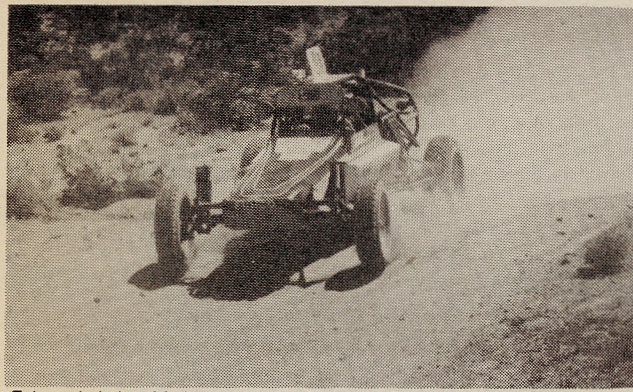


The only unlimited single seat car entered, Mike Young's Mirage ran with the two seaters and finished third.

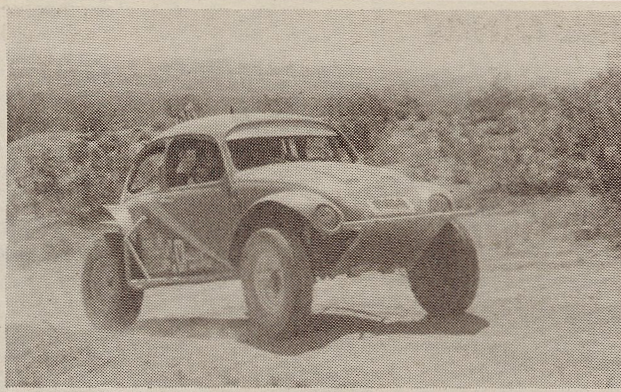


Brad Goodrow's Funco ran with throttle cable trouble most of the day, but earned a nice second in Class C.

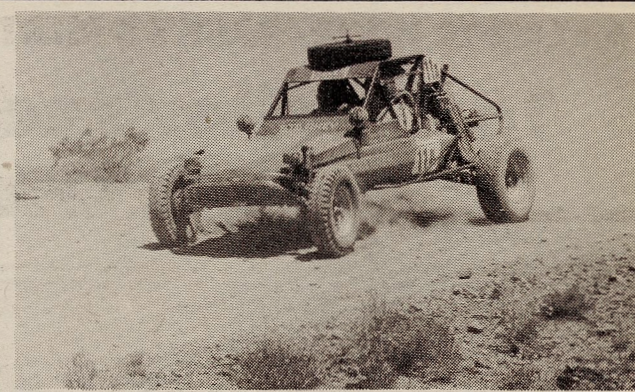




Ed and John Mohr once again took Class B, the short wheel based buggy class, even running with no oil pressure in their Funco.



Brian and Allen Bursey repeated last year's win by taking Class V, 1600cc Baja Bug class, in seven laps, winning by a full lap.



Roger Starkey and Randy Ivey won the two seat class, but lost the overall when a gas tank popped a seam.

lap and Starkey and his co-driver, Randy Ivey, moved back into the lead.

Ivey and Starkey now ran four extremely consistent laps, staying about 35 minutes ahead of Beeghly and Griffin, while Young, with a full lap lost after lap four, held third. Dale Poe had rolled and broken his suspension, and Richard Medd, with an over six hour first lap, was fighting a losing cause.

Somehow, the Beeghly/Griffin car got a shot in the arm, and whipped off its fast lap of the day on lap seven, at an hour and 11 minutes, to get within 30 minutes of Starkey and Ivey. At that point it looked mighty good for them, because Starkey and Ivey were in the pits with no brakes, and had discovered a leaky gas tank. They decided to replace the gas tank, and that lost them about 45 minutes. Both cars then went out on their eighth lap, but Griffin and Beeghly came in early on the end of a tow rope, their right front tire missing, and looking mighty sad. Starkey and Ivey went on to complete that eighth lap, giving themselves the Class A win. Beeghly and Griffin were second, while Young, who finished only six laps, was third.

Class V, the 1600cc Baja Bug, had five entries, and as usual, they ran a pretty close race. The W R Racing car, driven by Bill Raybould and team, led for three laps, but then was reported to have run two of the mandatory stops. The penalty for running one stop was a 15 minute handicap, and the penalty for running two was disqualification. AMSA's president, Jim Webb, had the unhappy chore of telling them at the end of their third lap. The team, which had been too busy to get to the drivers' meeting, took the disqualification with amazing good grace, and we heard them say they'd be sure to make the drivers' meeting at the next race.

The four remaining cars were all still running, and now the team of Steve Hayes and Rick D'Amato held the lead, while the Bursey brothers, Brian and Allen, ran second. Steve and Randy Lawrence had problems with throttle cables all day, breaking four of them. And when their suspension had worn out and that fourth cable went, they decided it was time to call it a night, and parked. In the meantime, Robert Henderson and Steve Spiker, the B S Racing Team, had electrical problems and oil problems all day, and also burnt a valve. They all made it through six laps, but the Lawrences lost that last throttle

cable on lap seven, the B S team ran out of time on lap seven, and Hayes and D'Amato lost their steering on lap seven. Only the Bursey brothers managed to get all the way around, to make this year a repeat of last year, when they also won the class at the 12 Hour. Hayes and D'Amato finished second, Henderson and Spiker were third and the Lawrences were fourth.

Class D, the biggest group this weekend, had a good fight all day. At the end of the first lap the leader was the tandem of Ted and Fred Hatch, but they had only about a minute and a half over the team of Jeff Drake and Jim McCoy in their Funco. Only 35 seconds behind them was Andy Anderson, with Tom Malloy and John Basso, in their Raceco, just another 36 seconds back. The two seat Hi Jumper of Steve and Don Barlow ran fifth, about two minutes later.

The Hatch car held the lead for another lap, widening it to almost three and a half minutes. Anderson now moved into second place, with the Barlows a minute in back of him, and Drake and McCoy in fourth another two minutes back. Malloy and Basso were one second later in fifth.

The Hatches now ran into trouble and lost over a lap, while the Barlows moved into the lead. They had only 12 seconds over second place Malloy and Basso however. There was a bigger gap between the two lead cars and the rest of the group now, as McCoy and Drake, after losing their air log, ran third, about 11 minutes back. Anderson was close behind them in fourth, after also losing some time, and Tom Beck and Danny Reider moved their Funco up into fifth place.

Malloy and Basso, enjoying their new suspension, which has recently been updated by ORE, moved into the lead on the fourth lap, but the Barlows, with some back shifting problems, were still staying close in second. Drake and McCoy were still third, Anderson lost a lap, and now Beck and Reider moved to fourth while Jim Tucker, Kevin Mullane and Jim Dove slid their ORC into fifth place about 17 seconds behind fourth.

The Barlows retook the lead the next lap, with Malloy and Basso only a minute and a half back. Drake and McCoy were still third, and they'd closed the gap a bit, while Beck and Reider held fourth and Tucker, Mullane and Dove still ran fifth.

Everything stayed the same on the next lap, except that, by virtue of the various mishaps in

Class C, the Barlows took over the overall lead at this point. They had four minutes and 36 seconds on Starkey in his Class A car. Malloy and Basso, only a few seconds behind Starkey, were still second in Class D, and also closing in on the overall time. The balance of the group ran in the same order.

On the seventh lap, with the D cars still in the same relative positions, the Malloy/Basso car took over second overall, running just one minute and four seconds behind the Barlows. Starkey was less than a minute back. Starkey and the Barlows had both entered the \$700 Challenge bet, and this was added motivation for them.

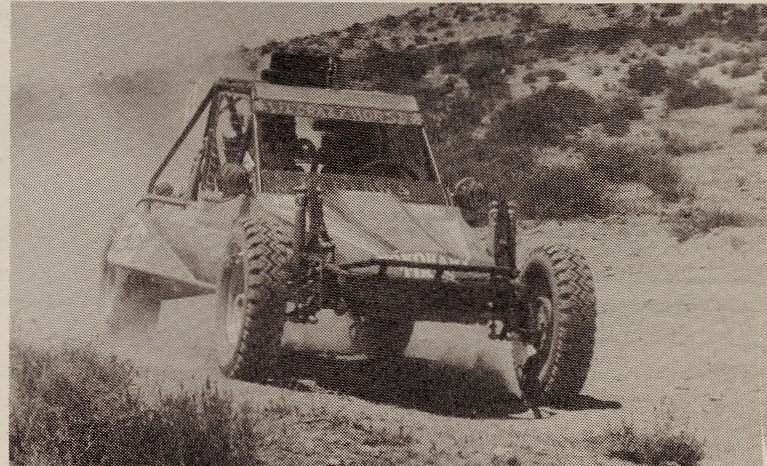
On the seventh lap Jim McCoy, living up to his name as it's painted on the car (Jim "Upsidedown" McCoy) ended Drake's car when he hit a rock and blew a front tire. He landed on his wheels, but had to head for a pit.

At the end of the eighth lap it was about as close as it could get, with the Barlows only four seconds ahead of Malloy and Basso. At this point both cars were doing well, experiencing no serious mechanical ills, and they were still leading overall. Tucker, Mullane and Dove now finished their eighth lap with no air cleaner, a fan screen full of brush and no motor. They were also out of time for any more laps. Beck and Reider were a minute and a half behind them, and then it was Dewey Smith and Sam Jackson in a Hi Jumper, moved up to fifth because of McCoy's endo. These three sat and waited while the two lead cars tried to complete a ninth lap.

About halfway through the lap, word came back from the guardian airplane that the Barlows had broken a rear suspension out at Pucker Peak. That meant that Malloy and Basso now had the class lead, and the overall as well. Only the Hibbs car was on the same lap, in Class C, also trying to get around for the ninth time. If Malloy and Basso could run untroubled they would get their big win, because they had an easy 15 minutes on the Class C car.

Sure enough, it went beautifully, and Basso, who'd driven the first two and last two laps, while Malloy did the middle, brought the car home in good shape to get the double win. The only thing they regretted was that they hadn't got around to getting in the Challenge bet.

The Barlows, even though parked on Pucker Peak (with Steve wondering if his dad would



Steve and Don Barlow held the overall lead for two laps, but lost a rear trailing arm on the last lap, to finish second in Class D.

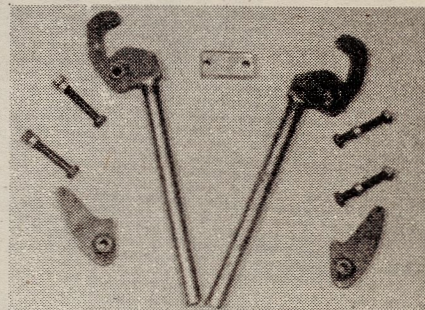
punish him for breaking it, and leaving him there overnight) held their second place in Class D, and ended up winning the Challenge pot since they were the highest finisher of that group. The \$700 would probably be needed to repair the rear trailing arm that had broken at the pivot point. Tucker, Mullane and Dove were third, Beck and Reider fourth and Smith and Jackson had fifth. It had been a clean event, with no bad accidents, and only one minor brush with a spectator on course. We are happy to report that Jim VanMeter, so badly injured at the previous event at California City, was in attendance, his legs in braces, and still using a wheel chair, but nonetheless, well enough to come out and enjoy the race.

There was evidence that AMSA has had to take a tougher

attitude towards infractions of the rules, just as the other promoters seem to be doing. As we have already said, Webb had the unpleasant duty of disqualifying the lead Class V car for running a pair of stops. He penalized another car 15 minutes for a one time infraction of that rule, and he assessed a \$500 fine against still another race team, for running backwards on the course while trying to get back to the pits after breaking. Webb says the hard line is necessary, and that racers and their pits are going to have to be more responsible about keeping clear of the race track, and observing stop signs, if the sport is going to be allowed to go on. He's worried that insurance premiums, already tripled this year, will rise to unreachable heights and force the promoters to give it all up.

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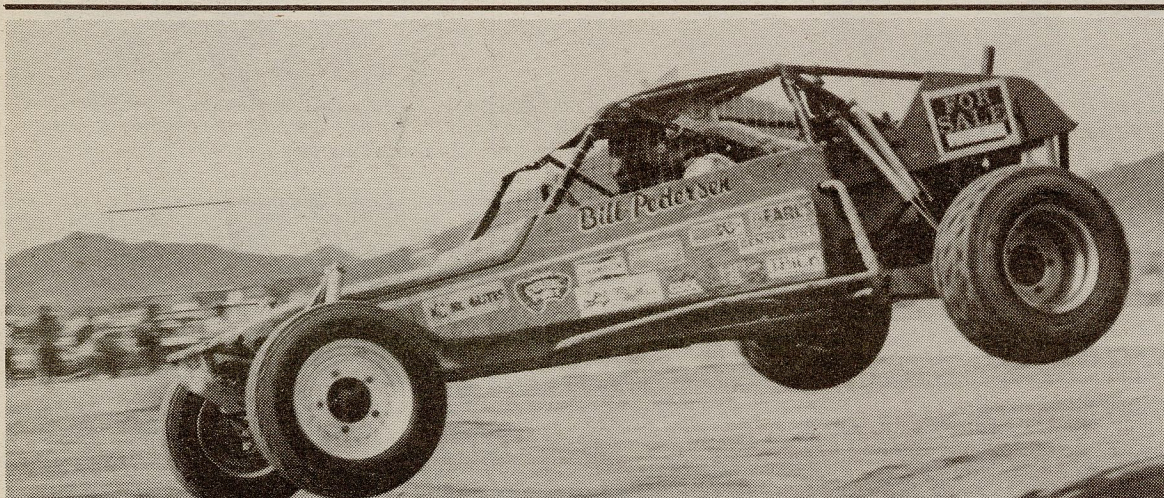


## A.O.R.R.A MOVES BACK TO PHOENIX

# The Spring Fever Grand Prix at Deer Valley

By Daryl D. Drake

Photos: 3-D Photography



Bill Pedersen came back from a first moto roll over to take the Pro win. He wants to sell the two seat Berrien and get a single seater.

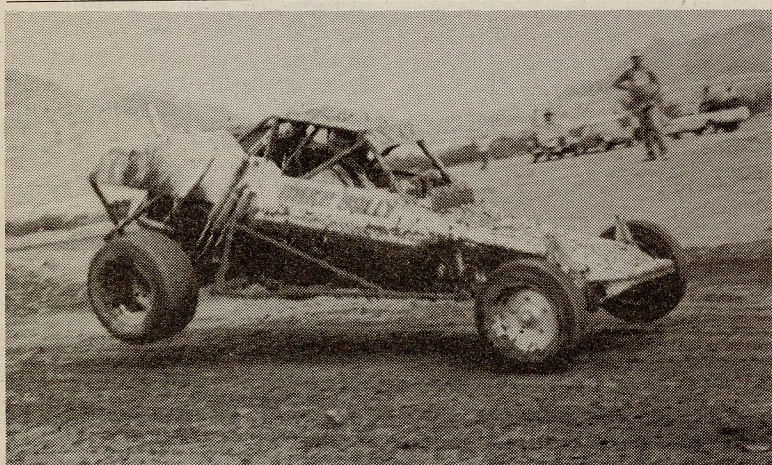
The fourth event in the American Off Road Racing Association's Western Championship Series returned to Deer Valley Cycle Park in Phoenix, AZ. The course is a combination

of desert and short course conditions, and the route was similar to the race in February, featuring off camber turns, jumps, smooth and wide turns, siltbeds, tight turns, ditches, and

a fast rough stretch. The Deer Valley track offered challenges to both desert and short course cars, giving neither the big advantage, unlike the track in Tucson that favors short course cars.

The skies were threatening and the weather was cool for the late April meet, and it was raining hard over much of Arizona. The event was just six days before the Mint 400, and a number of the Phoenix heavy hitters were already in Nevada, while many Tucson competitors figured the race had been rained out. Consequently the Pro entry was light, and A.O.R.R.A. officials combined the Pro and Sportsman contests in two twenty minute motos. This made for some real tight dicing as the faster Pro cars threaded their way through the slower Sportsman racers.

Six Class 1-1600 cars and two



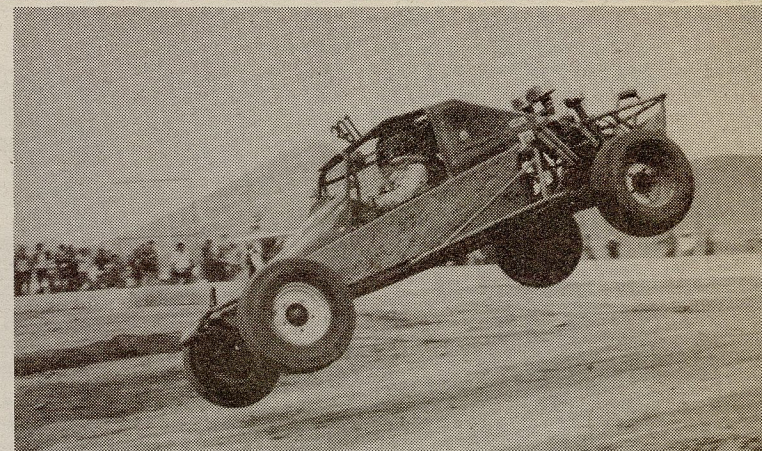
Mike Sally ran with the unlimiteds with his 1-1600, but had dirt problems in the first moto, and big trouble with the mud in the second.

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Sporting new glass on his Sidewinder, Mel Jarvis stayed out of trouble on the course, and survived a bad clutch to take second overall in Pros.

Class 1 Unlimiteds made up the Pro field, which left first, getting the flag ten seconds ahead of the Sportsmen. On the pole was Mike Sally, 1-1600, with Jon Brockett, Bill Pedersen and Dale Fowler, all in 1600s, alongside. Mel Jarvis had just put new glass on his 1-1600 Sidewinder, and he decided to start alone in the second row. Behind him were Tom Zentner in his Chaparral desert car, Don Kolt, running a 1600 in his Chenoweth Magnum, and Carl Perez, in a Mazda motored unlimited Chaparral.

Mike Sally put his starting position to work and took the lead. He soon put quite a distance between himself and the second place car of Dale Fowler. Pedersen was next, with Zentner and Kolt breathing down his neck. Jarvis held off Perez, while Brockett brought up the rear.

Sally continued to increase his lead, and the crowd's focus shifted to the battle between desert racer Zentner and short courser Kolt. These two were really going at it. Zentner would pull away in the desert section, then fight to stay ahead on the tight, short course stretches. Pedersen had lost his brakes in the first turn dogpile, but he was still running as hard as usual. On his fourth lap he began reeling in Sally. But, Pedersen hit the off camber 180 too hot and did a slow roll. Track officials took a long time righting the two seat Berrien, and the entire field put a lap on him.

Soon Sally went out when the thick silt caused carb problems, and Zentner and Kolt moved out front. Kolt did his best to get past Zentner, but, as the pair were about to pass the Sportsman leaders, Kolt's tranny started going away. When Kolt hit the ramp to a big jump, he lost a gear and nearly ended. His front end hit so hard it bent the suspension

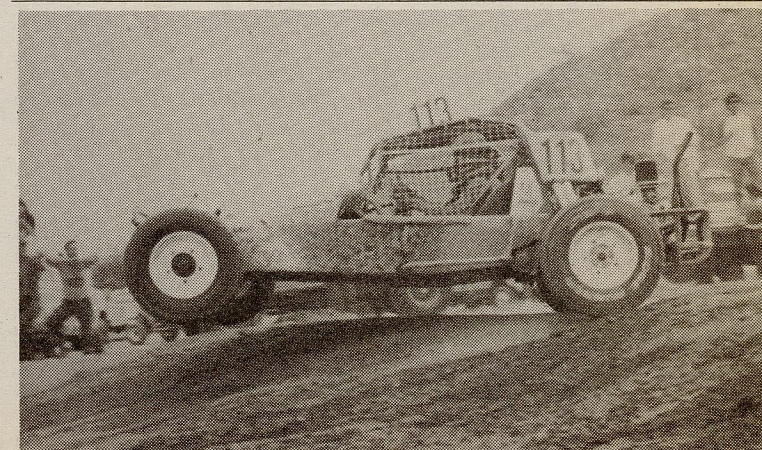
stops, so Don retired. Two minutes later, Zentner lost his tranny and retired too. This put Perez out front with Jarvis second, Brockett in third, and Pedersen way back.

Dale Fowler had pitted with shifter troubles in his A Arm Funco. He made it back on course and then broke three shocks and flattened a tire on a rough landing. The rough course was certainly taking its toll. Perez lost an axle, and Jarvis' car was bottoming hard, so Brockett took the lead. Meanwhile, Pedersen was charging hard in his best "No Brakes" style. He unlapped himself with the Sportsmen and set his sights on the leaders.

Jarvis pushed Brockett hard for the lead, and with 2½ minutes left in the race he nearly took it when Brockett hit a jump too hard and broke the bead on his left rear tire. But, Brockett never let up, and he took the moto just as his left rear axle broke. Jarvis' suspension was going away too, and Pedersen snuck by him near the end of the last lap to finish second.

In the Sportsman ranks, seven cars in four classes started, after a couple more broke in practice. Craig Wilde, Michael Galvan and David Ludtke ran 2-1600s, Emmett Warren and Keith Jaeger were in Class 2, with Joe Bedore and Maurice Deise in 1-1600 and Budget Sportsman respectively.

At the end of the first lap, Bedore was in the lead ahead of Jaeger's Baja Bug, Wilde, Warren, Galvan and Ludtke. Deise was down on the back stretch with a broken spindle, and he was joined on the second lap by Jaeger, who had broken a kingpin. The yellow flag came out when Galvan stalled, blocking the track, and Bedore lost his big lead over the field. Wilde seized the moment, and on



David Ludtke drove smoothly to a pair of seconds in his desert 2-1600 and he earned second on points in the Sportsman 2-1600 contest.



the next lap cut inside Bedore on the off camber turn. They flew across the next jump side by side, but Wilde had the better line and sailed out front.

The back section was getting crowded with broken cars. Galvan and Warren were both stopped with rear suspension troubles. Wilde worked his way up through the Pros, and Bedore lost air in a rear tire and had to pit. He was soon rolling again, but way behind. David Ludtke played a conservative game, hanging on to finish second behind Wilde. He said all he had done since the A.D.R.A. Loma 150 was clean his air filter, so he just went on the track to finish.

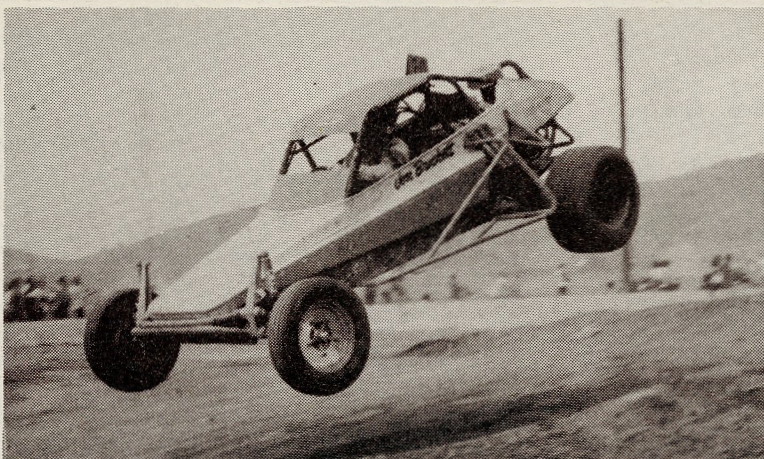
All the drivers said the siltbeds were treacherous, and all the holes were moving around with each car's passage. Mel Jarvis went to work putting on that extra set of shocks. Pedersen pinched off his rear brakes, so he would at least have the front ones working. "It's a jarring ride I'll tell ya," was soft spoken Joe Bedore's comment.

For the second moto, Jarvis got the Pro pole with Pedersen, Fowler and Sally alongside. Jarvis' short wheelbase buggy kept out front until they hit the long straight, where the better handling cars of Pedersen and Sally got by. These two fought it out for the lead for quite a while until Sally finally put some distance on Pedersen. Fowler was out of the race again, this time with transmission difficulties.

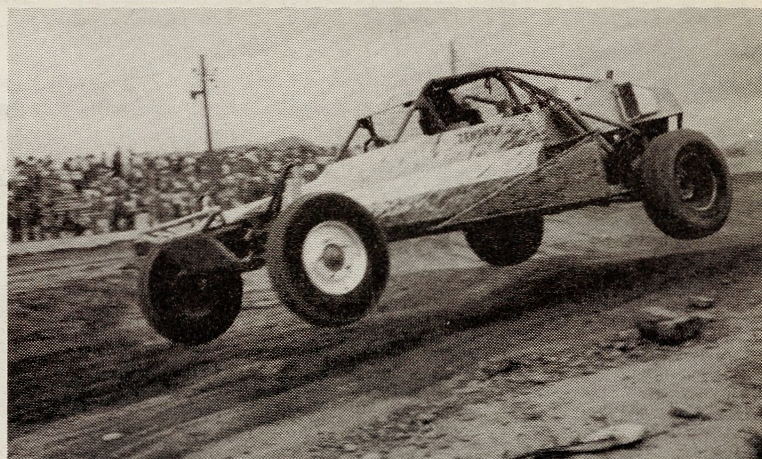
Once again A.O.R.R.A. had over watered, by the drivers' reckoning, and the track was very slippery. It is of interest that A.O.R.R.A. officials have a background in mud bogs. Sally's dirt track tires filled up quickly, and he spun, letting Pedersen take the lead. Sally never let up, but Pedersen made no mistakes and won. Jarvis lost his clutch, stuck it in second, and kept his fiberglass intact for third.

The Sportsman ranks had also shrunk to four for the second moto. Ludtke had the pole with Rick Lahr, now driving the Wilde/Lahr Sandhawk, Emmett Warren, and Greg Egolf, in Bedore's Funco Hustler, next to him.

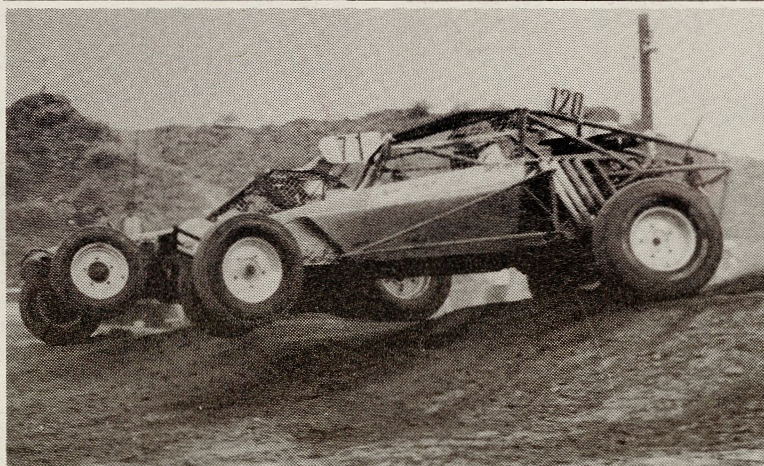
Ludtke took the holeshot, but lost the lead when he spun in the slick mud halfway around the first lap. Rick Lahr moved out front, and, though he nearly spun out a couple of times, he hung on for the duration. He said, "They could have left that water truck at home!" Everyone else did spin numerous times,



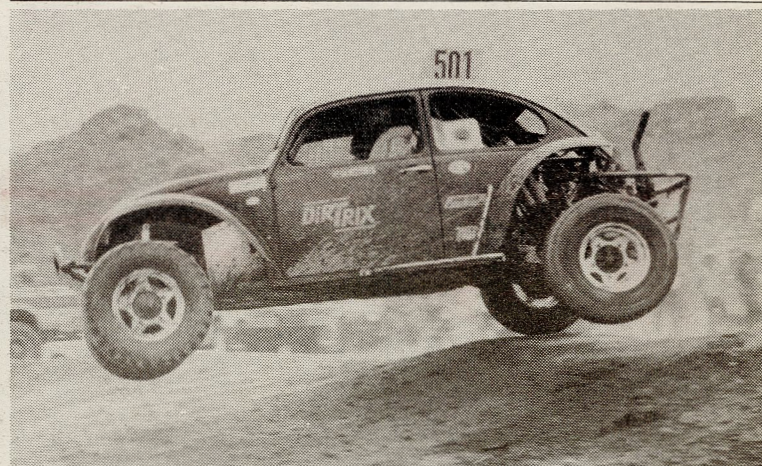
Jon Brockett had a hard fight for the first Pro moto win, hitting hard on the last lap, but taking the checkered flag with a broken axle.



Tom Zentner kept the crowd on its toes watching his wild antics in the desert type Chaparral, which eventually went out with trans trouble.



Craig Wilde, #120, got inside of Joe Bedore to take the lead in the first Sportsman moto, and Wilde hung on to win the moto and 2-1600 points.

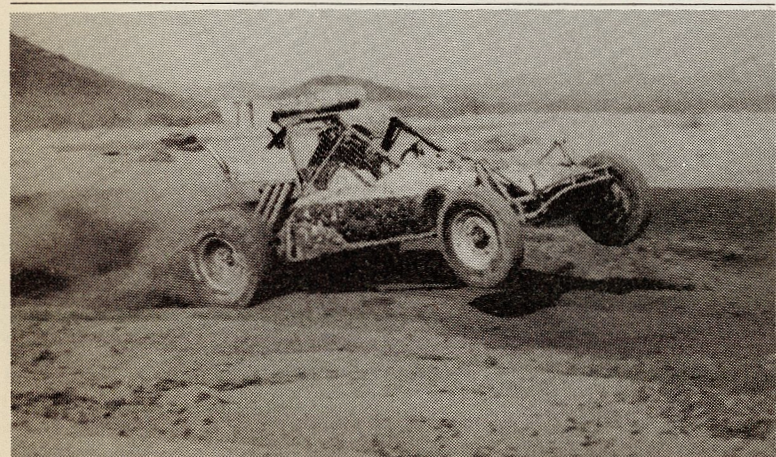


Keith Jaeger had to run his Bug with Sportsman Class 2, and he looked good for almost two laps, then he went out with a broken kingpin.

but they sure seemed to be having fun. At the finish Ludtke was second, Egolf was a mud-splattered third, and Warren was down a lap in fourth.

Olympic style points made for quick scoring. Bill Pedersen and his Sunland Custom Berrien Buggy took the Pro win. Mel Jarvis in his Mel Jarvis Marine/Marlin Mechanical Corp. Side-winder was second. Wilde/Lahr were the Sportsman 2-1600 winners in the R & R Off Road Specialties Sandhawk. David Ludtke and his Southwest Automated Petroleum Chenoweth earned the second place trophy, and Bedore/Egolf took the Sportsman 1-1600 victory. Though the turnout was light, a good crowd got to see some good racing.

With all the tracks closing in California, it is nice to know that the Deer Valley Cycle Park is in a "No Build" zone near an airport, so racing can continue indefinitely. The promoters seem to have no trouble drawing a good crowd too. Maybe if some California racers came over to Arizona, the excitement could build, like it did when drag strip promoters staged their "Showdowns" at the old Beeline Dragway.

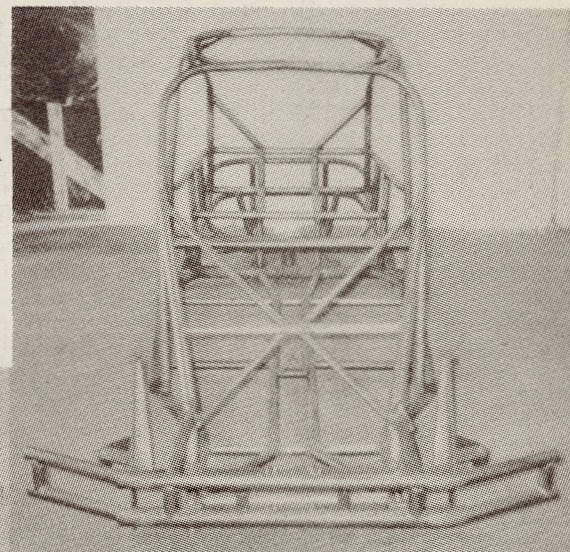
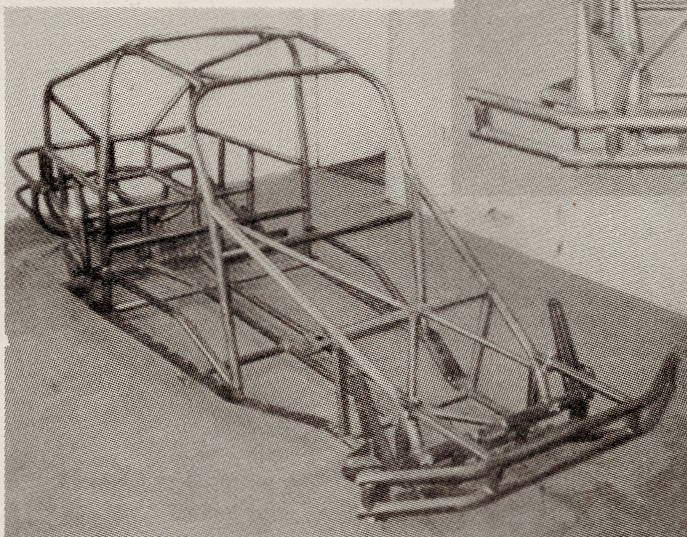


Driving Joe Bedore's Funco Hustler in the second moto, Greg Egolf had fun in the mud, and the team took the Sportsman 1-1600 title on points.

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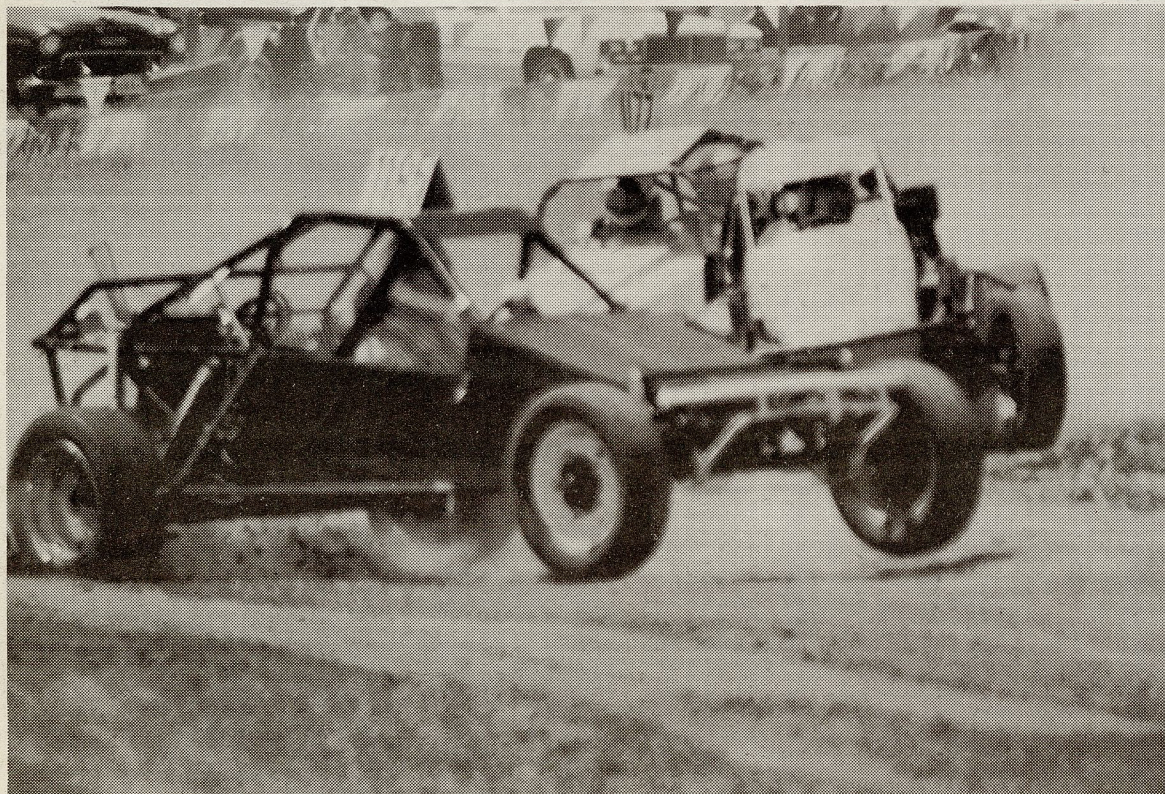
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## THE GREAT WESTERN POINTS SERIES

# Off Road Action in Northwestern Kansas

Text & Photos: Dennis Henneberg



Steve Estes came from Fort Collins, CO to race, and he won the first 1-2-1600 heat, but had to settle for second spot in the final race.

The Great Western Points Series kicked off the third event in their new season early in June in St. Francis, Kansas. Drivers from three states, Colorado, Nebraska and Kansas, showed up prepared for the competition, and a better racing day could not have been found anywhere. The track was well prepared and the St. Francis workers are to be commended for all their efforts.

After practice the racing started with Class 1-2-1600. Four cars started the race, all from Colorado. The first lap was a killer for Dwight Burch, as he rolled over on the fourth turn, and could not return to racing. This heat was to set the pace for the day. In the third lap, the lead car driven by Gerry Powers pulled off the track with

mechanical problems, and that left only two racers to battle it out. Then, with only two laps left, Paul Shaver flipped over and that left an open field for Steve Estes, of Fort Collins.

The second race of the day featured six Class 1 racers, all but one from Colorado. Coming out of the first curve, Dan Rice was in front with Ray Daniels right on his back, and the lone Kansan in the field, Ken Bracelin was trying his best to pass them both. For the entire eight laps Dan Rice and Ray Daniels swapped the lead in a real exhibition of driving expertise. At the end of the battle Daniels won over Rice, and Bracelin stayed in third place.

The third event brought out the Heavy Metal 4 x 4s, and these guys came loaded for bear, with

seven on the line. The mood had been set in the second moto, and these guys never let it dwindle. Again, all but one of the drivers came from Colorado. Tom Hagen led from the start, with a pretty good margin for a short time; but, unfortunately, he left the race with equipment problems. Then it was a real battle between Rich Brewbaker, Richard DeVries, and Robbi Smith, from Nebraska. These three guys were at each other for the entire eight laps, each one waiting for the other two to make one mistake that would give them the break to move into first place. The crowd really got into it, each cheering on their favorite and hoping he would win the race. At the flag Richard DeVries won the battle, followed by Rich Brewbaker and Robbi Smith, and they earned every bit of glory they got.

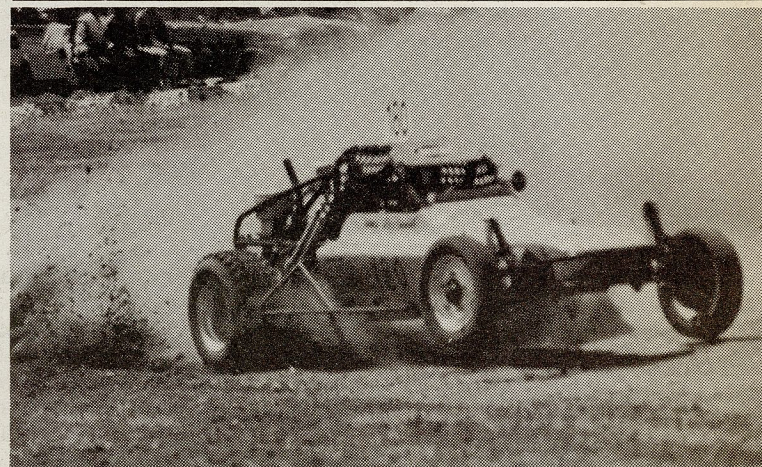
Next up were Classes 2 and 5 with eight cars on the line. Down the first long stretch Bill Coffey led the all Colorado field, in a two seater, followed by the Baja Bug of Kerry Armstrong, and Aaron Smiley, two seater, and Ed Mailo, Bug, were battling for third. Bill Coffey held his first place from the start, and he never looked back. The real action was between Kerry Armstrong and Aaron Smiley for second place. Out of the starting field, only four finished, which should give everyone an idea of the intensity with which these guys were racing. Aaron Smiley spun off the track on the sixth lap, which gave Kerry Armstrong a free shot to second place, as winner Bill Coffey was long gone.

The final group in the first go around was Class 10, and the crowd was primed and on their feet as the ten race cars lined up

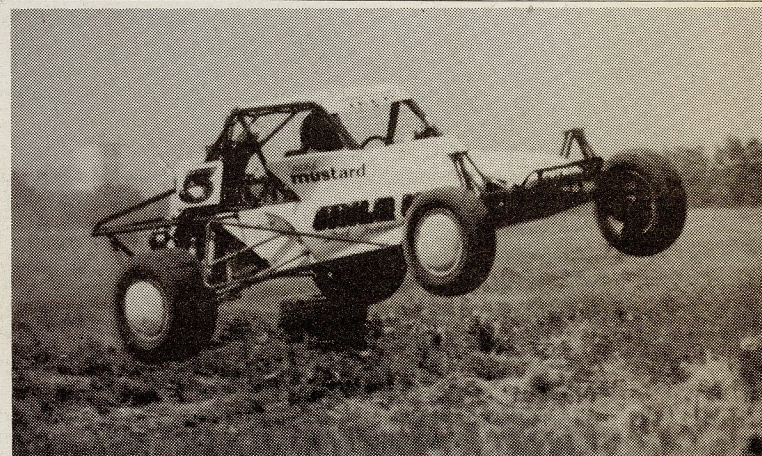
for the start. When the dust cleared from the first turn, Brian Decker, Mitch Mustard, and Tom Schreivogel were fighting for the lead in the field that held three Kansas drivers along with the Colorado troops. The first three laps saw the field beginning to spread out, and by the end of the third lap the cars were spaced out to the extent that, provided no one crashed or broke, the end was inevitable, and so it was. Ten started and ten finished the heat. Mitch Mustard won, followed by

Brian Decker and Mark Mustard.

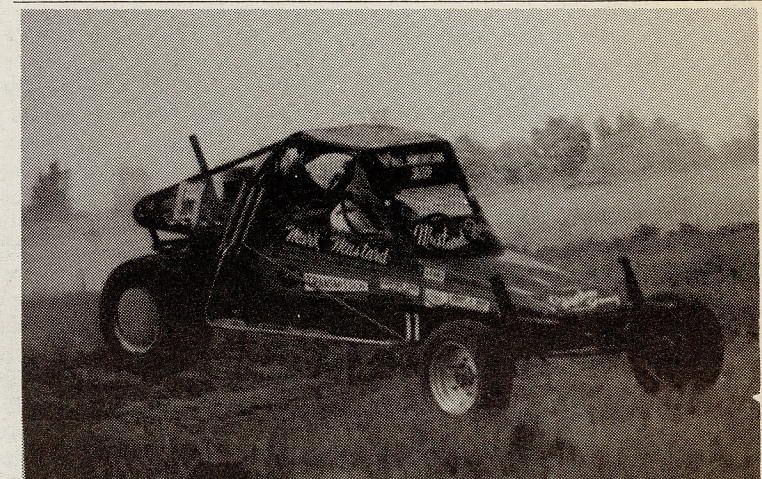
After a 20 minute break to water the track, the second round of motos started. Only three 1-2-1600s were able to return, with Gerry Powers missing. Down the first stretch and into the turn Steve Estes jumped out to a big lead. But, as it goes sometimes, he did not consider that the track had just been watered and was slick as ice on the outside. Estes did a 180 and ended up heading the wrong way on the track. That was just



Ray Daniels, of Colorado Springs, won the first heat Class 1 tight dice, but rolled in the next one and had to fight back up to third.



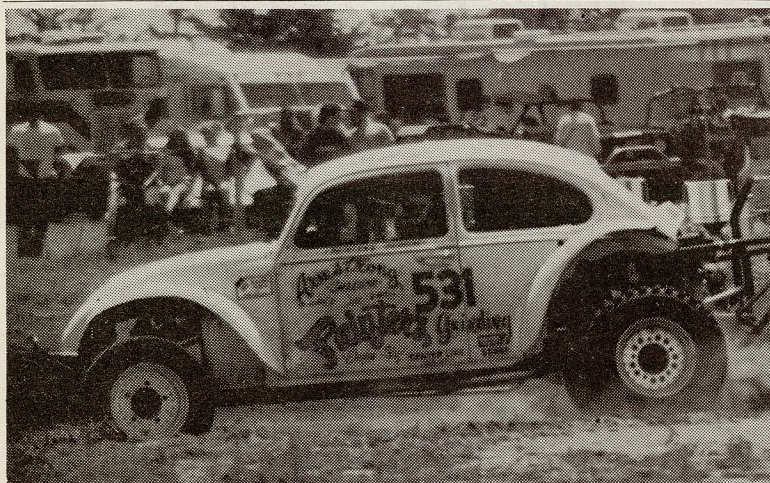
From Denver, Mitch Mustard was the big winner in Class 10, taking the first heat handily, and leading the second round from flag to flag.



Another Mustard from Denver, Mark, had a good day of racing in Class 10, taking third in the first heat, and a fine second in the final event.



Rich Brewbaker, from Fort Collins, drove his long nosed creation to a good second place in the first and frantic heat for the four wheelers.



Kerry Armstrong had a good day in his Baja Bug; the Denver driver got a second and a third overall in the combined Class 2 and 5 heats.

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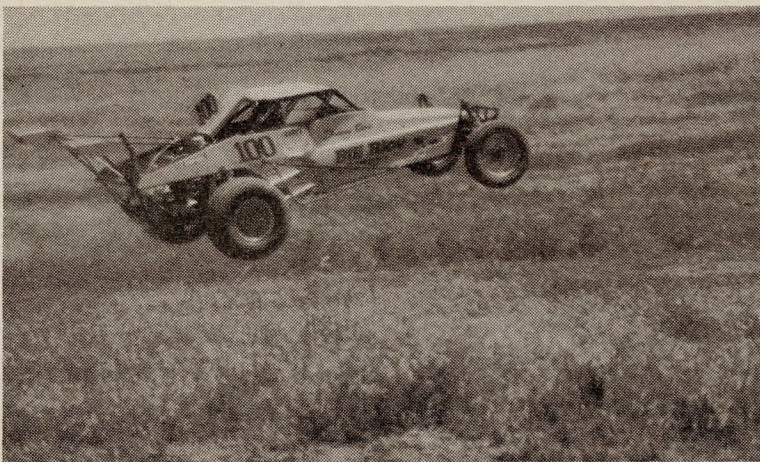
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the edge Paul Shaver needed, as he took the inside, avoided the wet surface, and took over the lead. While the results seemed set, Steve tried hard to catch up after his spin in the mud, and though the mud took away, it also gave something back. Under the white flag Dwight Burch found himself in the mud, and this gave Estes the chance. Steve jumped into second place, but the laps ran out, and Paul Shaver won with ease.

All six cars came back in Class 1, all determined to win. But, it was much the same as the first moto. Dan Rice and Ray Daniels were out in the early lead, but the wet track still took its toll. Daniels was leading, but lost it in the mud, and ended up facing the wrong direction. In a desperate attempt to keep the lead Daniels tried to drive over a tire, and it threw him up in the air and over on his top. At this point, Dan Rice had all the breaks he needed, and took the lead, but he was forced out of the race with mechanical problems. At the flag Ken Bracelin was the winner, followed by Dale Calhoun. Miraculously, Ray Daniels recovered to finish third.



Flying high, Dan Rice of Denver put on a great show in Class 1, getting second in the first go, and led the second until mechanical ills put him out.

After an intense hour of work by the pit crews repairing and replacing broken parts, the Heavy Metal came back to the track. This round first place was passed around like a hot potato. Richard DeVries led the first two laps, then Gary Miller worked his way up and took over the lead, but only for one lap before DeVries was back in front. DeVries opened a good margin, but by the sixth lap Jerry Daugherty caught up, made the pass and took it to the checkered

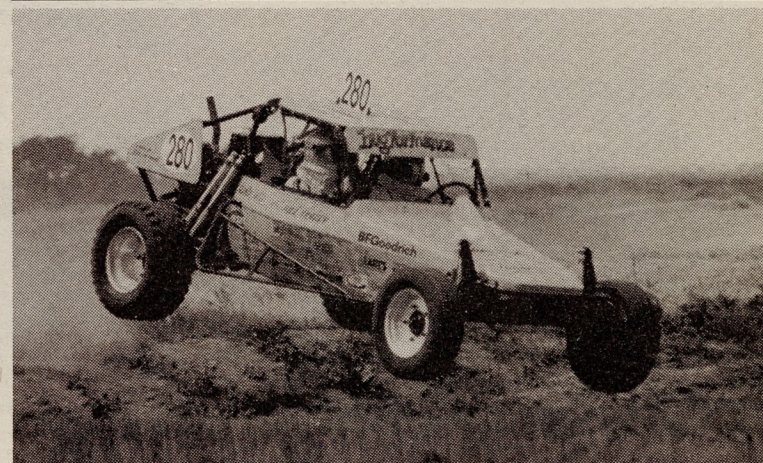
flag, followed closely by Tom Hagen in second and DeVries ended up third.

All eight Chargers returned to battle in Classes 2 and 5, but, only three were destined to finish the race that was filled with action and disappointment. Ed Mailo jumped into a good lead at first, but had to fight off Bill Coffey, who made the pass at the end of lap 3. Coffey began putting a big margin between himself and second place, and he was so far out front that the attention turned to the fight for second between John Kramer and Ed Mailo. Each was determined to be second, and then Coffey suddenly retired with obvious engine trouble. Now the battle was for first place, as more cars retired. Four left the track on the last lap, and only the first three, John Kramer, Ed Mailo and Kerry Armstrong were in motion under the checkered flag.

The final race of the day had all ten competitors back and running strong in Class 10. Mitch Mustard took the lead right from the green flag, and lap by lap he kept increasing his lead to a point where it would be a



Richard DeVries, of Denver, won the first 4 x 4 heat, after a close battle, but his Bronco dropped to third in the Heavy Metal finale.



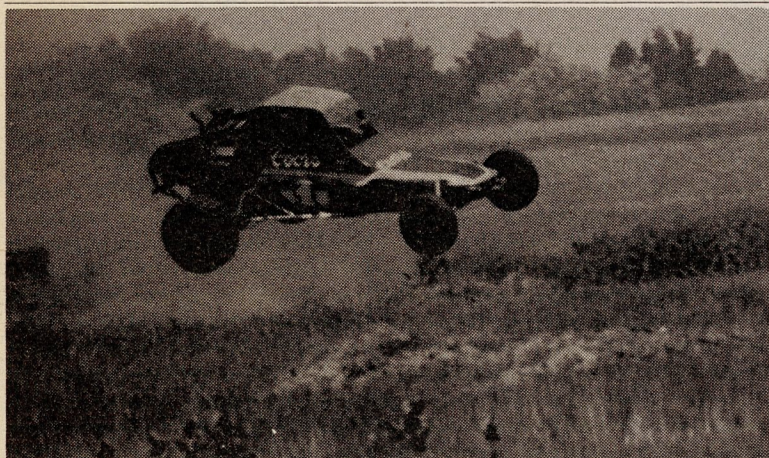
Bill Coffey, from Colorado Springs, led the first Class 2 and 5 heat wire to wire, but lost his engine while leading the second go around.

miracle if any other racer caught up to him. There were no miracles, and Mitch Mustard ran off with first place. The field spread out early in the race, that turned into a parade.

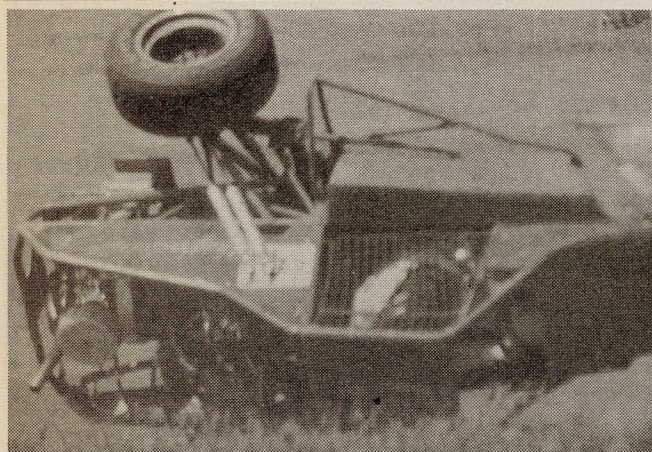
It wasn't until the final lap that the crowd came to their feet when Vaughn Sabatka took a jump he had already taken seven times easily, but, this time he came down nose first, and immediately upon contact with the ground, he took off like a rocket straight up in the air and

came to rest upside down in the middle of the track. Officials quickly threw the yellow flags, and rushed to get him right side up. But his car was too badly damaged to continue. Mitch Mustard won the contest, Mark Mustard was second and Tom Schreivogel was third.

The Great Western Points Series returns to Colorado for the balance of the summer races, before returning to St. Francis early in October for a championship race.



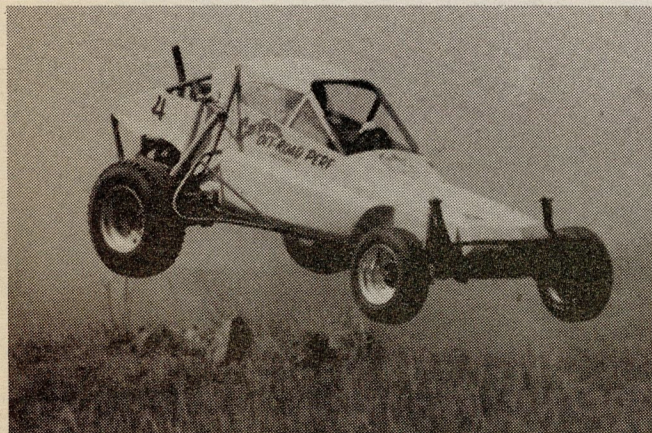
Soaring over the Kansas tundra, Brian Decker, from Colorado Springs, did well in the busy Class 10 competition, taking second in the first heat.



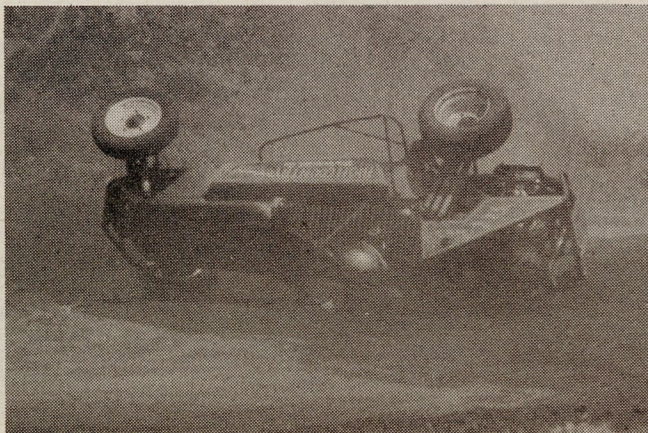
Vaughn Sabatka, of McDonald, Kansas, provided the big excitement in the final Class 10 race, doing his rocket like spectacular roll over.



Robbi Smith came from Gordon, Nebraska to fight the 4 x 4 wars and he drove the pickup to a close third in the exciting first heat.



Ron Knowlton, of Loveland, CO, is the President, Secretary and Treasurer of the Great Western Points Series, and he also races in Class 10.



Sherman Curtis races in Class 10, but this round he rolled instead of placing well, one of several who had troubles in the second heat.

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## THE SUSQUEHANNOCK TRAIL PRO RALLY

# Roll Me Over in the Clover and Do It Again

By Thomas D. Grimshaw

Photos: Trackside Photo Enterprises



Rod Millen dusts the spectators on a deep woods stage en route to overall victory in the four wheel drive Mazda RX-7. Millen won the open class by a husky 14 minutes as well.

The Bridgestone SCCA PRO Rally Championship Series is alive and well, and living in the Outback of Pennsylvania. Eighty teams entered the Susquehannock Trail PRO Rally, June 7-9, in Wellsboro, PA. It was a record entry for an event that has always enjoyed a good reputation and large starting fields.

There are several reasons why we all look forward to the STPR. The mountain roads in the Tioga and Susquehannock State Forests are among the best rally roads in the country. They are twisty, sneaky, quick and quite unforgiving — as John Buffum and I were to learn midway

through the rally. The organization is always first rate — the STPR was the 1983 PRO Rally of the Year. Competition is always tough — it is the only top level PRO Rally I can recall in the past five years that was not won by John Buffum or Rod Millen. John Woolf and Grant Whitaker won it twice before their fatal accident in 1982.

John Buffum likes the STPR. He's won it the past three years. I also have some personal reasons for looking forward to visiting Wellsboro each year. The town reminds one of a quaint New England village, complete with village green and gas lights on the

streets. The ancient PennWell Hotel has wood floors that creak in the night and whisper secrets of the past. Its dining room features white linen and real marmalade on crisp toast. The Wellsboro Diner is a throwback to the railway diners of old and it still serves the best breakfast on the circuit.

When the full moon rises over the Pennsylvania mountains the ghosts of Wellsboro take the night air arm in arm. They stroll the green, swinging parasols and tipping straw hats to those of us who take notice. It always seems a shame to me to disturb them with the high pitch roar of a

racing engine.

There is also one reason I do not look forward to the trip to Wellsboro. There is absolutely no sane way to get there. Each year I fly the final leg on LameDuck Airlines waiting to see which hilltop will finally exceed our maximum flying level. Agent Orange be damned. You should see the defoliant LameDuck Airlines drips across the land. I don't think hot engine oil constantly flowing from an airplane is good for the flora and fauna. On a clear day you can follow the flight path on the ground by the dead foliage below you. The Ho Chi Minh Trail of Pennsylvania.

Buffum and I arrived in Wellsboro on Thursday planning to slap the final decals on the new Audi Quattro and play in the charity golf tournament the following day. The Quattro decided otherwise. It developed a high rev cough and irksome backfire that would not go away. Audisport flew a mechanic in from Ingolstadt, Germany. Fortunately Buffum had enough grasp of German to hold a conversation. We decided to call the mechanic "Joe From Germany" because each time I tried to pronounce his real name I got a nose bleed.

Joe From Germany cured 90% of our problems on Friday but we missed the golf tournament and some of the cough and backfire was still with us when we led the field out of Wellsboro Saturday afternoon.

Usually it rains just as the STPR begins each year. Not this year. The weather was clear with just a hint of late rain. Dust was a distinct possibility in the mountains.

The organizers used the combined scores of the first two stages to determine who would start first on the road in the night sections. We were determined to win the first two. If there was going to be dust we preferred it to

be in someone else's eyes.

Stage 1 was a very quick six mile jaunt ending with a twenty foot crossing of Pine Creek. Local police estimated 4,000 spectators were in place to watch us splash across the finish line 12 seconds faster than Rod Millen and R. Dale Kraushaar in their 4WD Mazda RX-7.

Stage 2 was a hairy 18 mile run along the rim of the Pine Creek Gorge, known locally as The Pennsylvania Grand Canyon. The rallymaster uses the calming word "vista" in the routebook to warn us of particularly nasty dropoffs. "Vista", lovely word, until you look over one in the daylight, at speed.

One mile from the finish of Stage 2 the Quattro kissed a bank, tipped onto its side, spun around and landed dead in the middle of the road. It seemed forever before it caught its breath and restarted. We limped into the finish control with a flat tire and the entire left front trashed. At the following service area, while we were testing our excuses on the furious mechanics, we learned we had won the stage by 4 seconds and would restart from Wellsboro in first position with a 16 second lead.

Back to Wellsboro and a two hour layover at the village green. Buffum and I retired to the motel to watch a replay of last year's U.S. Open Golf Tournament.

Buffum had a bit more worry on his mind at this event. His son, Paul Choinere, was driving his very first PRO Rally championship event. Since young Paul was starting 35 cars behind us it was going to be tough for us to keep track of his doings. We spent the entire day Friday and half of Saturday giving Paul the benefit of our vast experience. "Just drive to finish. Miles under the wheels are the most important thing. Be careful, don't try to beat anyone."

Buffum's worry was knowing he had received the same advice years ago and didn't listen.

At 9:00 PM Saturday evening we stuffed ourselves back into the Quattro and led the pack out of town to start the night sections. The Millen/Kraushaar/Mazda RX-7 followed us. Then came Swedish rally champion, Ola Stromberg, with Virginia Reese on board their Group A Saab 99 and Bruno Kreibich and Clark Bond in another Open Class Audi Quattro.

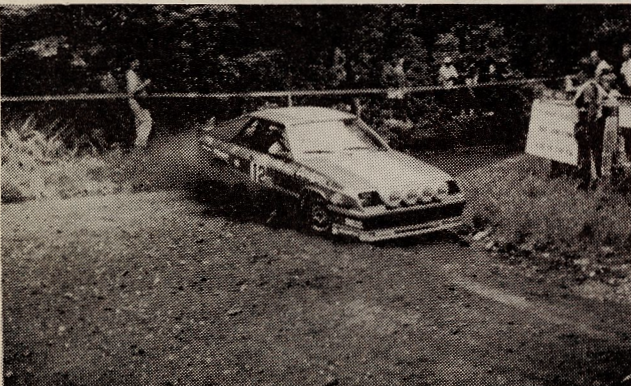
On Stage 4 Jon Woodner, with Tony Sircombe aboard, met some wayward trees and reshaped the 4WD Mazda RX-7, they'd rented from Rod Millen, into a banana. The stage was cancelled to allow entry of an



Ola Stromberg and Virginia Reese won the Group A category in the Saab 99, and they also finished a great second overall, just eight minutes behind Millen.



Doug Shepherd, with Ken Nowak navigating the Dodge GLH, is undefeated this year in Production Class, and in Pennsylvania he finished a tight 4th overall.



John Crawford and Craig Marr had a tight fight with Nowicki, but the Dodge Shelby was second in class by a mere 27 seconds at the finish.

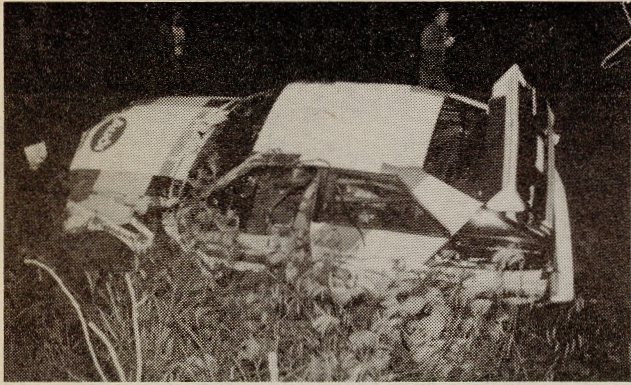


It was not a good night for Audi, as Bruno Kreibich and Clark Bond rolled their Quattro en route to 8th overall, 3rd in open class.

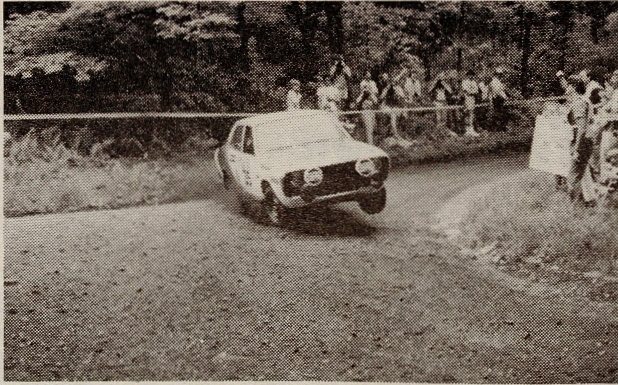


Looking good here, Jon Woodner and Tony Sircombe crashed into trees on Stage 4, messing up the Mazda RX-7, and taking a short trip to the hospital.

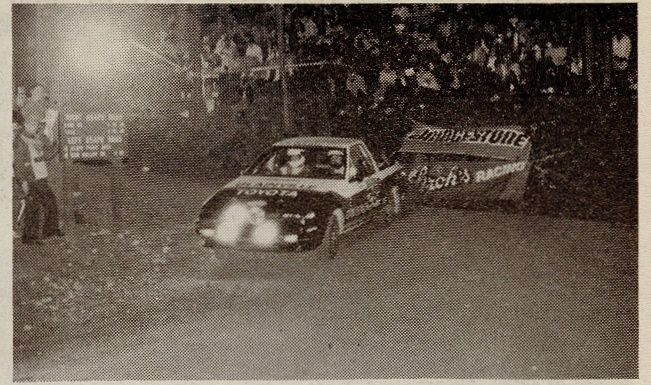




The sad remains of John Buffum's brand new Audi Sport Quattro, a total loss after the multiple rolls. Fortunately, there was no serious injuries to John or Tom Grimshaw.



Paul Choinere, John Buffum's son, listened to fatherly advice, and Paul finished back in the pack on his first Pro Rally, but he did finish the event!



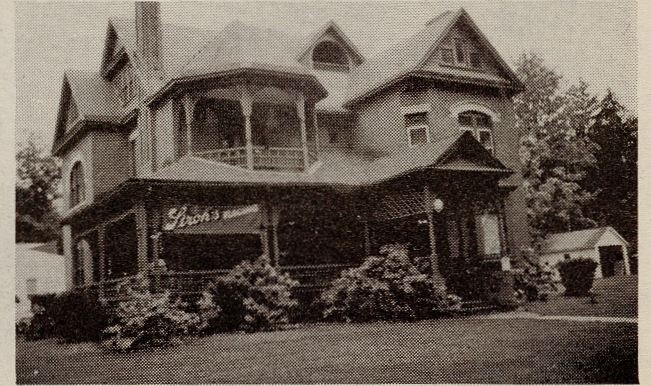
Canadians M. Poirier-DeFoy and Francois Cyr execute a hand brake turn for the spectators as they went on to finish ninth overall in the Toyota Corolla.



A real production 4 x 4, the AMC Eagle of Dan and Betty Gilliland did well on the rally, the team finishing tenth overall in the record, 80 car entry.



The victory in Pennsylvania secures the points in the Pro Rally Series for Rod Millen, right, and Bob Kraushaar, and Mazda leads the Manufacturer's points.



The ghosts of Wellsboro lurk in many old buildings like this one, dressed up for the rally with a Stroh's banner, the beer company being the event sponsor.

ambulance and the two were taken to the Soldiers and Sailors Hospital back in Wellsboro. Fortunately they suffered nothing more serious than bruises and they were discharged to make room for Buffum and I.

Buffum and the Quattro were going quite well. We'd won all of the first six stages and held a 66 second lead going into number seven. One mile into Stage 7 we crested a blind hill at 90 MPH and Buffum muttered something into the intercom. Before I could look up, up was down and down was up and on and on, seemingly forever. The rolls got easier as we went. Probably because the corners of the Quattro were getting rounder.

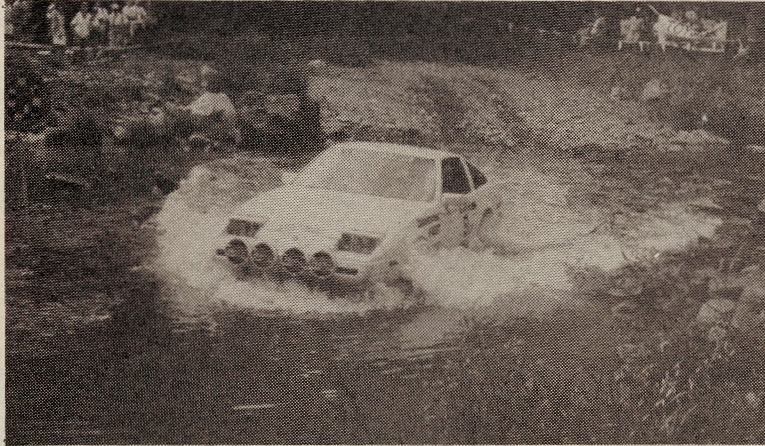
Buffum got me out of the car and the paramedics reached us in a matter of minutes. The stage was also scrubbed to allow the ambulance to remove the debris — us.

It was a bad roll. My shoes flew away into the night, followed by my glasses. Buffum found one of our doors about ten feet up in a tree and shook it down, feeling the environmentalists would frown on the cross mating of a Quattro and an elm. I felt like Cudjo's favorite bone.

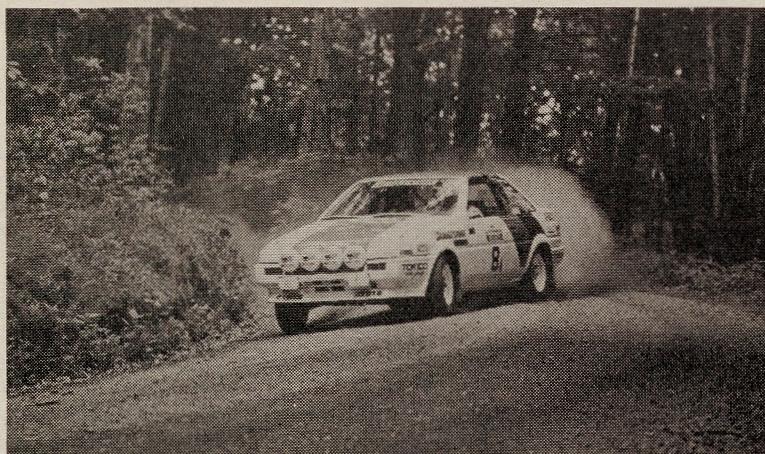
At the hospital a pretty nurse cut my uniform off, then she cut my underwear off, then she pointed a machine at me and made me sterile. Lots of X-rays were snapped. Lots of whispering took place. Finally, reluctantly, the head man told me I had no broken bones and we left. Buffum had several bad bruises. I had a single bruise. It covered my entire body.

As the sun rose Sunday morning we were sipping cold beer, sitting at our leisure in front of our motel room, waiting to receive visitors.

The STPR continued on until 9:00 AM Sunday morning. The organizers lost five stages out of fifteen. Woodner and us each took one to the hospital. Three others were scratched to get the



Steve Nowicki and David Stone splashed to another GT class win in the Nissan 300 ZX, bringing the series sponsor, Bridgestone, another big victory.



Clive Smith and Harry Ward storm the forest roads in the Toyota GTS, en route to a second in open class and a close fifth overall.

event back on schedule.

It was not a good night for Audi. Bruno Kreibich and Clark Bond stopped to see if we were alright on Stage 7. Then they rolled their Quattro further down the road, trying to race to the finish control to notify the emergency network. They landed on their feet and continued on to finish 8th overall.

Rod Millen and R. Dale Kraushaar won the '85 STPR in their Mazda RX-7, giving them two wins and a second for the first three rounds. Ola Stromberg put in a very good drive in his Group A Saab 99 and

grabbed the class win and second overall. His teammate Alan Carter in another Group A Saab 99 finished third overall — posting a very good finish record for the Baton Rouge based team of Dick Fitzgerald.

Doug Shepherd continued his dominance in the Standard Production Class, bringing his Dodge GLH in for 4th overall and his third class win in a row.

Steve Nowicki and John Crawford had a great bash throughout the night. Sunday morning Nowicki's Nissan 300ZX held a 27 second lead over Crawford's Dodge Turbo Shelby Charger to take the win in



Backing his teammate all the way, Alan Carter, with Tom Drake navigating the Saab 99, finished just 2 1/2 minutes behind Stromberg, second in Group A and third overall.

the GT Production Class.

The Susquehannock was a tough event for JB and I. We won every stage we finished — we just didn't finish enough of them. But it's still early in the year and I wouldn't count John Buffum out, just yet.

The weekend wasn't a total loss. John's son, Paul, finished quite well. Nothing fantastic, just a simple finish. Just as we urged him to do. Perhaps this new breed of drivers will benefit from our past (and present) mistakes and learn their craft without too many visits to the woods and ditches.

On to Washington and the three day Toyota Olympus International PRO Rally. The event is a prototype for an '86 world championship rally in the U.S. It's also an event that allows us to drive and pacenote the entire course for a week prior to the starting date. Neil Wilson is coming in from England to co-drive for Buffum. Neil has read pacenotes all his rally life, while we in the U.S. have only been allowed to deal with notes one time in the series — way back when the Press On Regardless was a World Championship Rally.

I'll move into Doug Shepherd's quick little GLH for this single rally, then back to the Quattro for the rest of the year.

One final comment — if anyone doubts the worthiness of construction in an Audi Quattro or the integrity of its safety systems, come talk to John Buffum and I. We'll tell you about rolling at 90 MPH and walking away — albeit a bit slowly.

The cars are gone from Wellsboro. The ghosts still meet on the village green but there are two empty seats on the park benches. We fooled them again.

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## THE SDRA'S THIRD ANNUAL DELAMAR 400

# Rob MacCachren Wins Overall

Photos: Phototechnik/Tim O'Callahan



The third annual Delamar 400 started right in the middle of downtown Caliente. Open class driver Joe Bishop was the first one under the green flag.



Aaron Hawley had troubles on his first lap, and he failed to finish the second round, but still got credit for second in open class.

Racing in the high country, on the pavement, over mountain trails, through running streams, pine forests and green meadows, over rough roads and even chasing mountain lions — it sounds like an African Safari Rally, right? Wrong! It was the Silver Dust Racing Association's third annual Delamar 400. This was the second event of the four

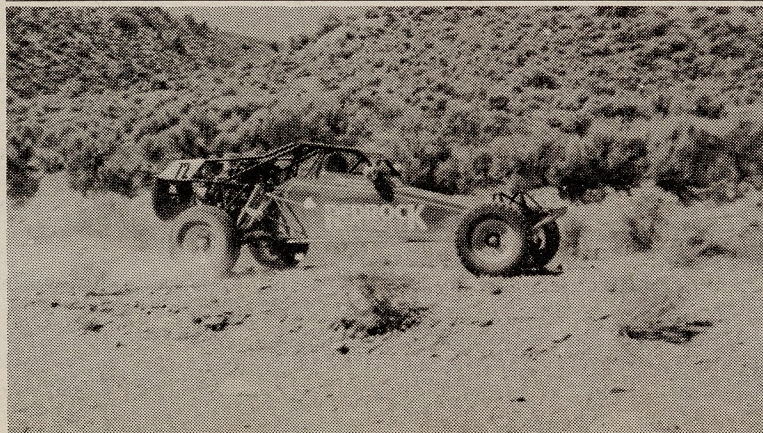
race, Nevada Triple Crown Points Series. The course was excellent, and it was designed to test the skill of the driver and the health of his car. One team actually encountered a full grown mountain lion while prerunning, so there was plenty of adventure on tap.

Rob MacCachren is the top man on points thus far in the series. He has been a dominant force since the first green flag at the Spring Fever 250. The 21 year old Las Vegas can race anywhere and hang in tough with

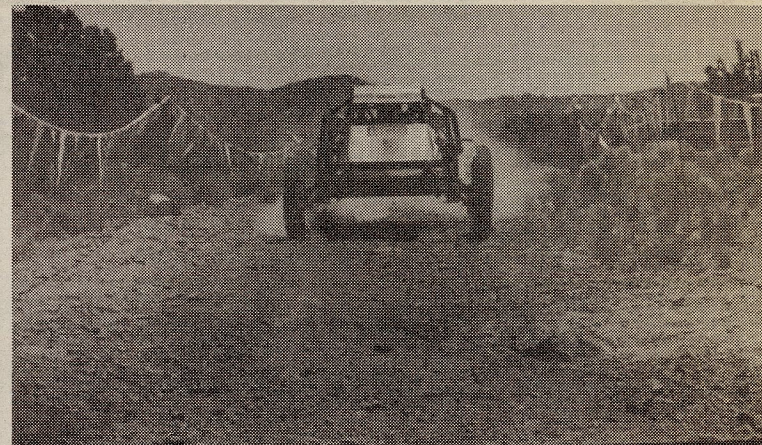
the best of the field. At the Delamar 400, Rob's first lap time was 3:54.10, and along the way he had three flat tires. MacCachren did the second lap in 3:49.30, bagging two more flat tires, and the mountain lions must have been chasing him. MacCachren came from behind Brent Bell on the first lap to pull off first in the open class and first overall in quick time for the day of 7:43.40.

A good part of Rob's success in maintaining his pace throughout the race was due to the excellent pit support of the newly formed Southern Nevada Race Support Group (SNRS). With five flats he must have kept them busy. SNRS service was available to all entrants in the race, and SNRS will be available for pit support at future Silver Dust races. Their service reduces the pitting problems on the long courses that has been a concern to many drivers in the past.

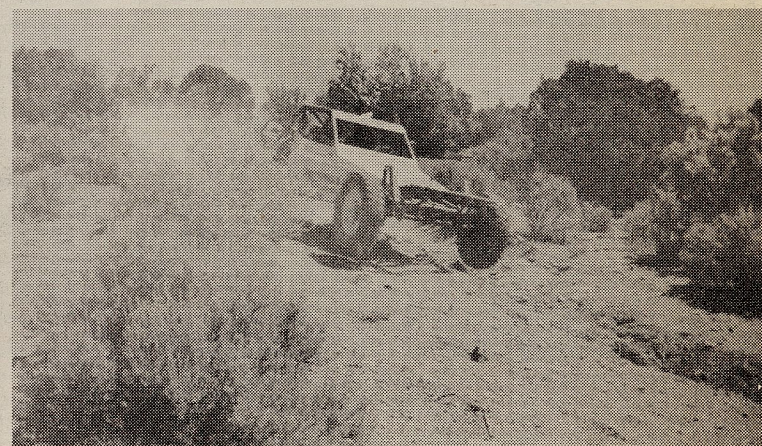
Driving his 2-1600 Bunder-son, Brent Bell had a slim, three minute lead over MacCachren after the first lap. Brent's time was a fast 3:51.25. During the second lap the Bell family racer had some problems that cost



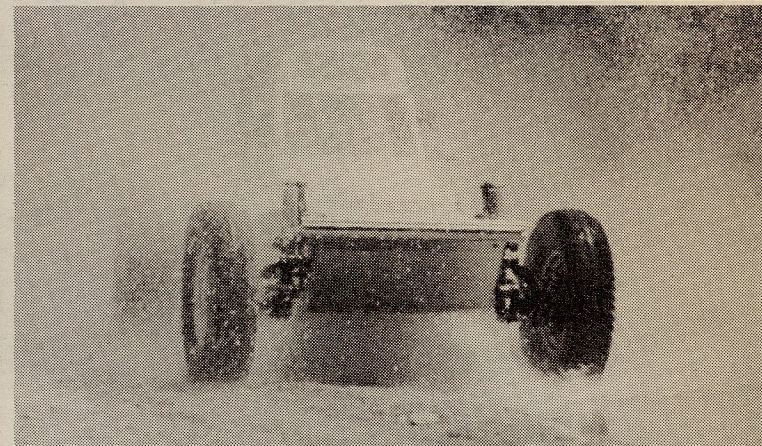
Charging across the hot desert, Randy Black had cooling problems with the Rabbit engine in his open class car, and he failed to finish.



Rob MacCachren staged a come from behind dash on the second lap to take the overall victory and open class honors driving his Bunderson.



A winner at the Mint 400, young Brent Bell did the job again in the high country, driving his 2 seat Bunderson to 2nd overall and 1st in 1-2-1600 class.



Splashing through a water crossing, Ken Fry finished second in 1-2-1600 class, and his consistent laps brought him home third overall.

them time. But Brent did a great driving job, and turned a 3:56.44 lap, good for second overall and first in the 1-2-1600 class, and he was less than five minutes behind the overall winner at the flag. Brent Bell was blazing into the streams in Meadow Valley wash, and he was still wet when he pulled into Checkpoint 5.

Third overall and second in 1600 class went to Ken Fry, who is still recovering from mechanical problems at the Spring Fever 250. Ken got through the course very well with a first lap time of 4:10.32, and followed that with a 4:12.05 for a total time of 8:22.37 in the 1-1600. The fourth and final two lap finisher was Sam Dunnam with a pair of consistent lap times and a total time of 9:05.00.

Mike Black covered one lap in 4:45.18 to take fourth in the 1-2-1600 battle, but the other two class starters failed to finish a round. In open class MacCachren was the only finisher. Aaron Hawley got in one lap at 5:19.14 for second in class, but the other four were out early in the race.

There was an unexpected heat wave on race weekend. Although

the average temperatures had been around 75 all week, the race day number was 103. It was hot, and the drivers took advantage of the many cool mountain streams to cool themselves and splash the spectators. There were plenty of spectators along the course, but many took cover in the bars and taverns along the sections of the route that raced through the towns of Caliente and Pioche. It was better than the Caesar's Palace Grand Prix, and one didn't have to pay for a trackside bar seat. Many local residents watched the race from their yards in solid comfort.

If you haven't raced in this area, you haven't raced! Race Promoter Bert Vaughn said "Once a driver races here, he always enjoys coming back. The people in the towns welcome us back every year to their old west style atmosphere, which is fun for drivers and fans alike." SDRA is one of few racing associations that offers competition in the mountains, and this Nevada high country is charming and holds spectacular scenery. The City of Pioche invites one and all to attend the next SDRA event, the Nevada 300 in August.

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# Race Action at Atlanta in the GORRA 100

Text & Photos: Darlene Bozeman



Late in April the Georgia Off Road Racing Association presented their 100 mile enduro on their home course just outside of Atlanta. Race day started out cloudy, with a few short and light showers to wet down the track. But, by the time the race started, the sun was out, bright and hot.

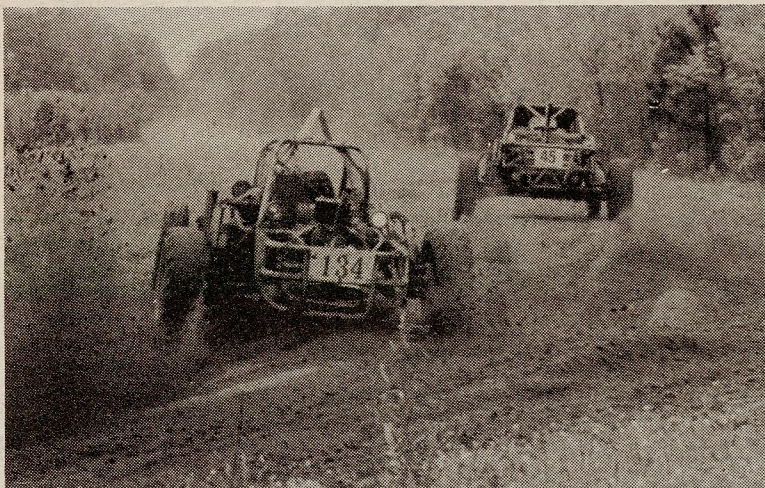
The approximately two mile long course was muddy and a little slick in some places in the early laps. But after about five or six rounds, the race cars had knocked most of the mud aside. However there were one or two slick spots, going into the woods and coming out of the woods.

The race started with a parade lap, and the field held eighteen cars. The line up consisted of eight entries in Class 10, and they were followed by ten Class D, 1200 cc single seaters.

Mike Seabolt took the lead from the start, and he led all the way, completing 56 laps. Seabolt had only major problems once. He broke a rear shock, and made a quick pit stop to have it removed. In second place at the finish was Travis Hurst. He ran all the way with no troubles, and the car stayed together, but, he just didn't seem to have enough speed to catch Mike Seabolt.

GORRA's President Jack Thompson completed 50 laps and he had several problems. To start it off he spun third gear before the race started, so he ran under that handicap all the way. Then, with only a few laps to go to the checkered flag, he broke a front shock, but his position was not threatened. Bill Gaylord was fourth in Class 10, with just 19 laps done, and Bill had distributor points trouble that put him down. In fifth, also with 19 laps completed was Tony Leftwich. Tony had trouble all day also. He blew a tire early, and then broke the front end.

Finishing out the class, Wayne Jennings was sixth, going only 12



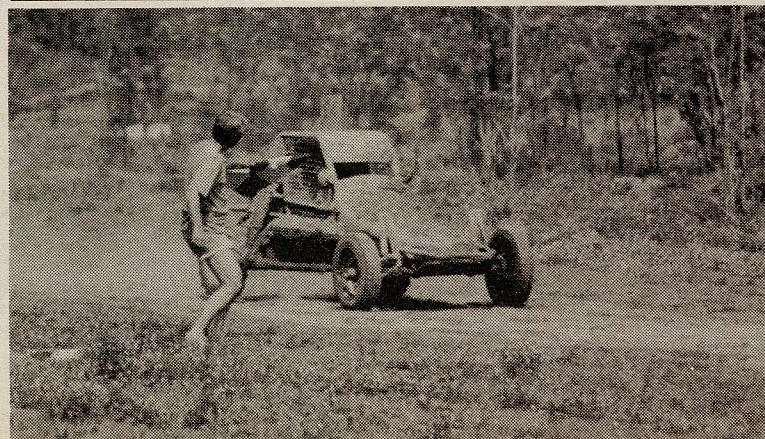
Mike Seabolt led the race all the way, covering 56 laps. Here he charges out of a turn about to overtake Jack Thompson, who was third.

laps and suffering with suspension troubles. Lindy Herrell was seventh, in Bill Porter's car, and he covered ten laps before the fly wheel seal let go. Last, but not forgotten, Jack Hanson, Jr. had transmission failure and he had to walk back to the pit area.

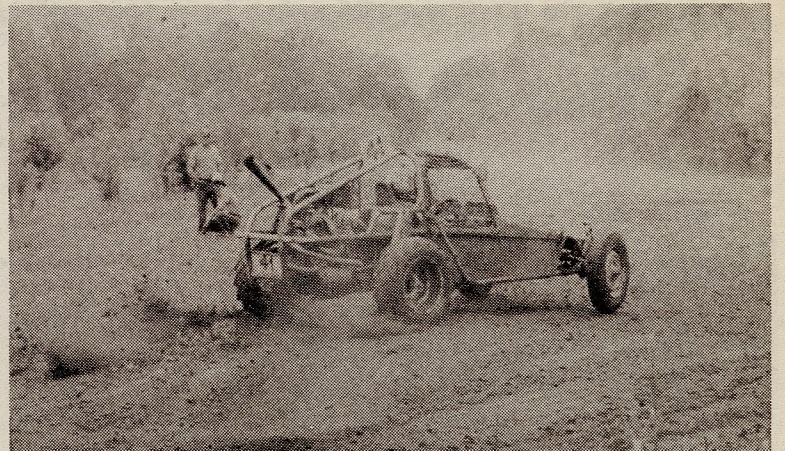
It was a familiar story in Class D as Clay Hurst won going away, covering 51 laps with no visible trouble. It was a race for second, however. Jim Dunnaway completed 48 laps to gain that

position, but Ernest Tinsley covered 48 laps also, and he had trouble breaking shocks all during the event. John Williams gained fourth position, covering 42 laps before he had to park. John cut his hand badly in the steering wheel, and he was then taken to the hospital to have it stitched up. Williams made it back to the track before the race was over, and he seemed to be OK.

Coy Scott was fifth, finishing forty laps despite losing second



Jim Dunnaway takes the checkered flag second in Class D after a race long battle for the spot with Ernest Tinsley and several others.



Wayne Jennings swings into another lap through the pine trees, and with suspension trouble, he ended up sixth in the Class 10 ranks.

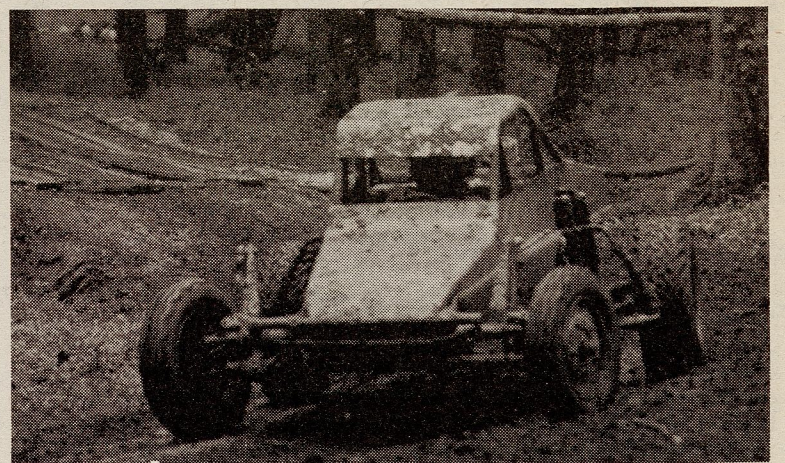
gear. To the rear the rest of Class D had some serious problems. In sixth, Bobby Bramblett covered 28 laps, and his car kept stalling during the race. Steve Ream got in 17 laps, suffering from bad steering, and finally the steering wheel broke off entirely. George Williams got in 14 laps before losing the ring and pinion gear.

Also down with transmission trouble, Ray Whigham went only 11 laps. Last in the race, tenth in Class D, Lamar Chamlees lost the front end after only five laps.

A 50 mile run is scheduled for this track, and then GORRA goes to Montgomery, Alabama for another 100 mile enduro.



Lindy Herrell and car owner Bill Porter did some back woods repairs, but a blown fly wheel seal put paid to their efforts for the day.



GORRA's President Jack Thompson races hard in Class 10 as well, and running all day without third gear, he finished 50 laps for third spot.

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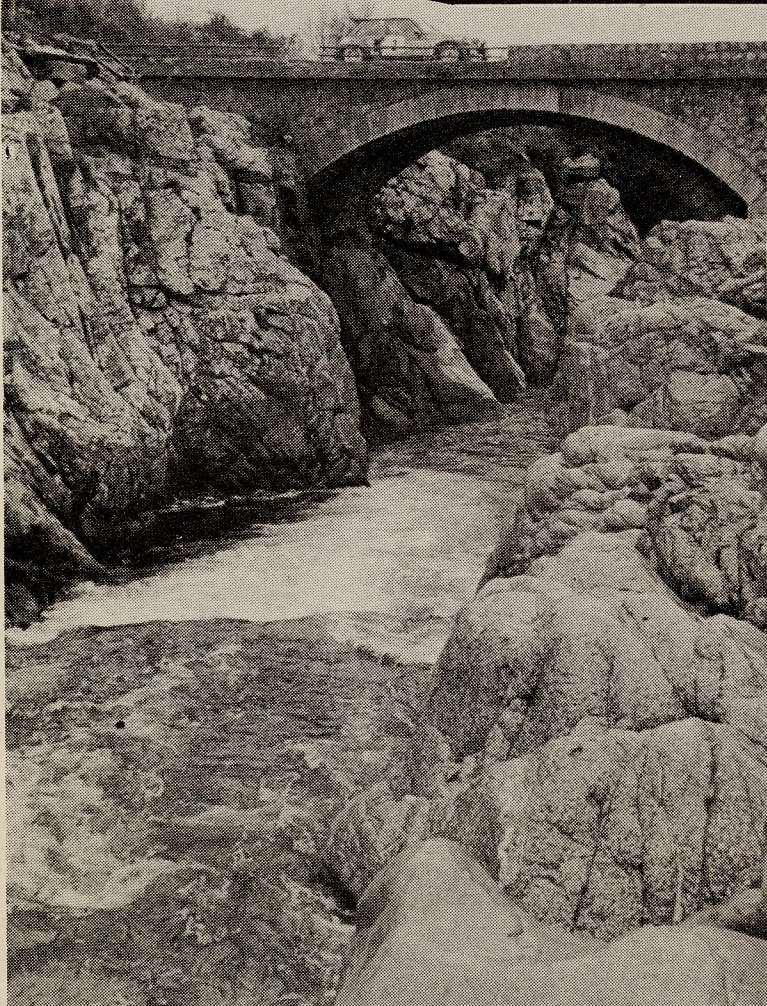
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## ROUND 5 IN THE WORLD RALLY CHAMPIONSHIP

# The French Dominate the Tour de Corse

Text & Photos: Martin Holmes



The winning Renault Maxi 5 Turbo crosses a high bridge en route to a resounding victory. Jean Ragnotti, with Pierre Thimonier co-driving, also won this rally in 1982.

Jean Ragnotti won the Tour de Corse for the second time in four years. The rally was the world championship debut of his Renault Maxi 5 Turbo, and he led the Corsican event from start to finish, beating Bruno Saby in the 440 bhp second-evolution Peugeot 205 Turbo 16. The event was marked by the early retirement of most leading drivers, and the Lancia team was withdrawn after the death of Attilio Bettega on the fourth stage.

Corsica helped consolidate Peugeot's command of the series, and since both their top drivers retired, Salonen still leads the drivers' points. The longest special stage rally in the world is the only event in the championship to be decided by performance on clear asphalt stages. Corsica was very tough and strongly favored the French teams. Only two non French based crews finished, the highest placed being Irish driver Bill Coleman, who was fourth in a Porsche 911SC RS.

This year's Tour de Corse was a virtual rerun of the route used in 1984, with one additional stage. The three day format was retained, even though such a long event leads inevitably to processions later on. The rally had a different air about it from the start, despite the sameness of the route. The overall responsibility this year had passed to the French Federation, a change

Walter Rohrl, and Peugeot entered two first evolution cars for Ari Vatanen and Timo Salonen, and Bruno Saby had the newest Peugeot, which few expected to finish because it was so radical. Turbocharging was the way to go with 39 turbo or compressor cars in the first 52 entries.

On the first section, cloudless skies and a relaxed organization started the rally off with much promise. But, it was shortly to become the blackest day the sport can remember. Ragnotti, after working half the night on his Renault with the team, asked Rohrl if they should both do the usual Finnish trick — drive flat out from the start to be in a good position when they retired. Walter said he would start slower, since the tires would not hold if he went too fast.

The hilly first stage left four top drivers out of the event for good. First to go was Guy Frequelin, with engine failure in the Opel Manta 400. Then Bernard Darniche vanished with a fuel pump problem, and Salonen had electrical failure which took 30 minutes to find and 30 seconds to correct. However, the rally allows only twenty minutes lateness. Finally Walter Rohrl's Quattro finished a stage with ominous clanking in the front, and the brake discs had completely broken. The Quattro was withdrawn.

It was expected that a Lancia would lead in the dry weather, and Bettega was already ahead of the other Italian cars. The surprise was that Ragnotti was leading overall; the quickest Peugeot was Saby, just one second in front of Vatanen, and Bettega was fourth. Then the rally came to stage four.

Bettega's crash put a terrible cloud over the event. The car had suffered such an unusual impact that it seemed so unfair that it led to such awful consequences. The co-driver, Perissinot, said later that he didn't know why they left the road. He only realized something was wrong when he felt the car tip on its side and saw the trees come flashing toward them. FISA's Technical Commission President Gabriele

Cadriher said there had been a bump in the road, and maybe that had thrown the car off line. The stage was interrupted, and cars not tackling the section were given the worst normal time of those who did. Stage 5 was abandoned so as to bring the event back to schedule. Alen withdrew straightaway, and Massimo Biasion, in the Jolly Club Lancia, shortly afterward.

One hour later the rally got underway again, and Ragnotti's car was still working perfectly. Any risk of opposition the Frenchman had was removed when the two remaining Peugeots had punctures on stage 8. Vatanen had two flats and had to run 50 kms on the second, which cost well over twenty minutes and dropped him to 25th place. Ragnotti reached the night stop at Bastia with over six minutes lead in front of Saby, while Beguin's Porsche was now third and Yves Loubet was fourth and leading group A in an Alfa GTV6. Coleman was now fifth and Vatanen was back in the top ten.

The second day dawned clear and sunny. Apart from the emotional shock of the day before, there was more disappointment that so few of the top rally drivers were still running. After his flat tires the evening before Ari Vatanen was driving in his old dashing style. From stage 9 through 15 he made every fastest time. In the last two first leg stages he had recovered from 25th to ninth, and after four stages on the next day he was in fourth. But, Ragnotti was not impressed, because the Finn had only taken three minutes off his time, and Ragnotti was still 24 minutes ahead.

Then came another moment in Vatanen's reckless rallying career. His car ended up 15 meters off the road, a wreck after hitting the trees. Luckily his

injuries were slight, but, unlike last year's accident, this one seemed unnecessary, perhaps a product of over driving.

Renault's winning ways continued. Ragnotti was easing off, but the moment he eased off he had a flat, which cost him a couple of minutes. This was a battle of old and new cars. Leading was a car conceived seven years before, and the Porsches lying third and fifth were many times older still. But, the brand new Peugeot of Saby was still in there in second at the night halt, four minutes ahead of Beguin's Porsche.

The final leg was to be just as hard as the first two, and the lack of competition made it psychologically more grueling. Now the weather was dull and overcast, but it remained dry for the first two stages, then the rain began to fall. Ragnotti's progress was inexorable, and the group N Renault of Jean Pierre Deriu was now in tenth; no group N car had ever finished a WCS in the points before.

The longest stage was the final one of 83 kms, but nobody, even the hard trying BMW driver Patrick Bernardini, who had now lost all chance of catching Deriu, was trying hard. Bernardini finally achieved his objective in a way he never expected; several hours after the finish, Deriu was discovered by the scrutineers to have the wrong final drive ratio, and was excluded. This brought Bernardini a top ten placing in the BMW.

Ragnotti said he was changing gears carefully, braking early, and keeping the revs down to 6000 rpm en route to victory. For Renault any world championship victory is a rare occasion, and in the age of the high performance, high technology supercars, it was curious that a car conceived so long ago was still capable of winning.



Bruno Saby and Jean-Francois Fauchille brought the brand new, second evolution version of the Peugeot 205 Turbo 16 into second place overall.



The Irish team of Billy Coleman and Ronan Morgan were the best placed non-French crew, taking the aging Porsche 911 SC RS to fourth overall.



Splashing past the diehard spectators, Patrick and Jose Bernardini won group A and placed 10th overall in the BMW 323i.

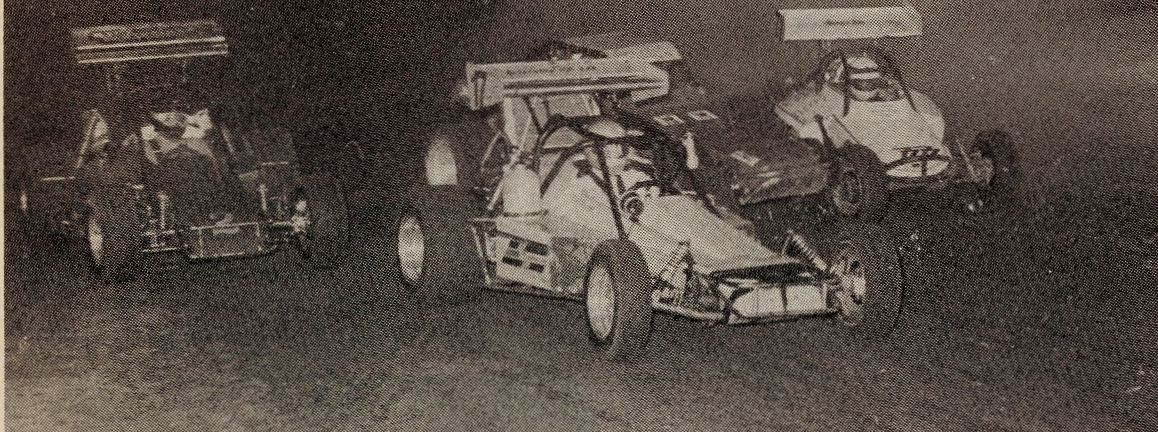


## SCIDA AT ASCOT

# A Return to the Roots in Short Course Racing

By Homer Eubanks

Photos: Earl Stubbs



With the recent closing of race tracks around the southern California area, promoters are getting more inventive in their approach to putting on a racing event, or the racers are getting more desperate to find a place that is close to home to play with their race cars.

What has come of this are different approaches to off road racing and that is where Ascot Raceway comes into the picture. Ascot is known as a place that offers many different variations of racing. Regular Speedway (motorcycles) events are held there, along with Stock Car racing, and the TQ Midgets run there as well; and they all have one thing in common; they go in circles! Now off road racers have been known to go in circles, but in the meantime they are subjected to some of the knarliest terrain that Mother Nature could conjure up. Not so at Ascot Raceway.

The off road event held at Ascot was run on the motorcycle TT course so the track did offer a couple of turns and one jump; but the rest of the track is regular hard packed clay which is 180° out of what off road short course racers are use to racing on. Most of the drivers seemed to like the fast pace but seemed a little disoriented with no bumps to keep them awake.

Ascot does have some jumps and rough stuff in the infield for their ATC races but a decision was made to use the TT course since many of the entries were Mini Stocks. Mini Stocks are mostly Class 5 buggies but the suspension and tires are set up for oval racing and they don't have the long legs like their desert racing brothers. The Class 5-1600 cars ran with the Mini Stocks, combined to make a Sedan class. These cars are fairly similar in that they have limited suspension and run practically stock 1600cc engines (The Mini Stocks have no restrictions.)

The racing classes were divided into two groups, with one being the Sedan class and the other the Buggy class. The Buggies were mixed with anything that resembled a buggy; Class 10 cars ran against the powerful unlimited Class 1's, but the real trick to racing at Ascot was tire combination (preferably low profile) and the ability to

keep the three point stance as they powered around the big sweepers sideways. But as the evening wore on, most were getting a feel for this sideways racing.

In the first heat race for the Sedans Dave Peckman won the heat with Jim Fay coming across second and "The Flying Limey" Mick Tickner following him across in third. Mike Sullivan finished fourth ahead of Vince Tjelmeland.

In the first heat for the Buggies it was Gary Potter putting his foot down and stealing the show. Potter pulled out front from the start but had to deal with Albert Rodela the entire heat. Rodela wasn't having it that easy with Jerry Whelchel in close pursuit. Bobby Morse came across in fourth for the heat.

Fourteen cars lined up to do battle for the second heat race in the Sedan class. When the flag went up and action got under way, it was Jim Fay taking an early lead, but he overshot turn one and had to get back in the middle of the pack. Mike Sullivan got a little heavy on the pedal coming into the front straight and got sideways but managed to regain control of the car and came back out. By the fifth lap the leaders were lapping the slower 5-1600 cars in the heat. Jim Fay had his white VW moving through traffic on his way to the front for the heat win followed by Kathy Fay/Jim Brown and Jeff Groehler/Terry Groehler; then in fourth place came another Fay family member; car 580 driven by Stacy Fay/Renee Cornwall.

Fourteen cars pulled up to the starting line as the main event for the Sedan class was getting ready to get under way. Jeff Elrod decided he wanted a clear view of the track and put his Bug out front from the word go. Behind Elrod was the Fiero of Vince Tjelmeland and Jim Fay had his Bug right on Tjelmeland's tail. Tom Topping stayed close by looking for a way around Fay. Mick Tickner stayed in the middle of the action just ahead of Dave Peckman.

Elrod kept the lead for the next few laps and seemed to be going for an easy victory until he began to lap the field and the slower

cars allowed Tjelmeland and the Bug Squad of Fay, Topping and Tickner to close in. Elrod knew they were there and had to keep the pedal down to stay out front. On lap 7 Fay found his hole and slipped by Tjelmeland and in the confusion Tom Topping got within striking distance of Tjelmeland. But fate was not with Fay; as he tried to close in on Elrod he pushed the Bug a little too hard and the steering box let go, putting him in the infield. This put Tjelmeland back in second and Topping up to third.

Elrod went on to win the main but had several cars following him in close pursuit. Tjelmeland finished second ahead of Tom Topping. Mick Tickner finished fourth and the current Sedan S.C.I.D.A. points leader Mike Sullivan had to settle for fifth.

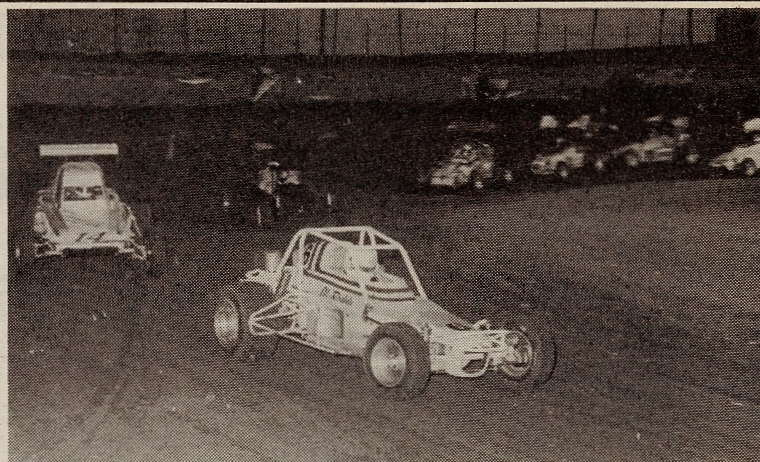
Dave Peckman crossed in sixth place and the first 5-1600 car was driven by Kathy Fay/Renee Cornwall, ahead of Jon Lee/Dennis Silvers in eighth overall. Jeff Groehler/Terry Groehler were ninth overall, and Jim Fay was listed in tenth place.

In the Buggy Class main event 16 cars lined up to do battle, and from their standing start, trouble was to come from just around the corner. The flag went up and Chris Alexander and Neal Beissert got tangled up, causing a restart.

On the restart more trouble was to come as Jon Bonner got a wheel up and over Jerry Whelchel, creating a small oil leak for Whelchel and eventually retiring him. Looks like a rolling start at the next Ascot event.

As they entered turn one after the restart it was Karol Vanzant in the lead with Vince Tjelmeland second, and J.C. Myers in third ahead of current points leader Gary Potter. But on lap two, it was J.C. Myers getting around Vanzant and Tjelmeland for the lead. Tjelmeland began having some difficulties on lap three and found himself in sixth place. Potter was closing in on J.C. Myers and Albert Rodela was slipping his way through the pack and was now running in third place.

The battle for first was heating up as J.C. Myers had his hands full with Potter. Rodela was driving persistently, working his way up to the leaders, just ahead



With a pair of second place finishes, behind the flying Gary Potter, Albert Rodela was second on the night and also second in series points.

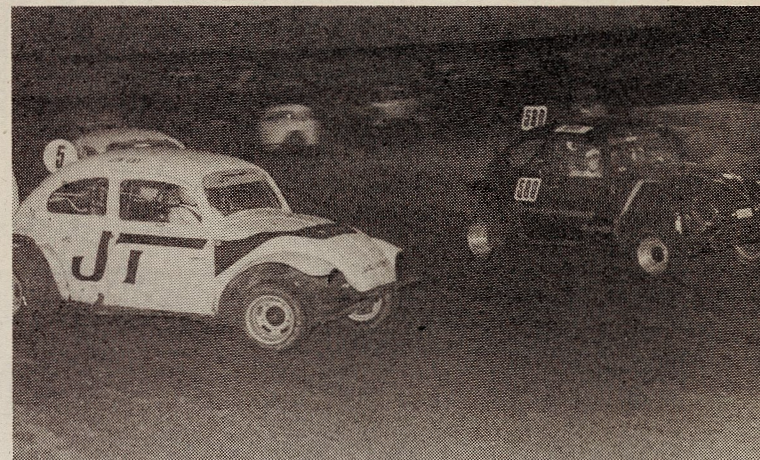
of Mike Withers, who had worked his way up from sixth on the start. Myers began having trouble keeping his Cosworth power plant running and stalled in turn two and Gary Potter slipped by as Myers cranked on the starter. This put Rodela in second and Myers got going in third place ahead of Withers. The next three laps remained the same with Potter in first, Rodela second, and Myers third ahead of Withers. Then came Ken Kazarian, Dan Arant, Jim Vanzant, Karol Vanzant and Jerry Arant.

J.C. Myers once again killed his buggy engine and saw himself nearly a lap down on the leaders before he got going again. Potter

was still in the lead, Rodela second and third place was now Jim Vanzant.

When the battle was over it was current points leader Gary Potter winning the main event and keeping his points margin over second place finisher Albert Rodela (also second in the series). Third place finisher and currently third in the S.C.I.D.A. series was Jim Vanzant. Fourth place finisher was Mike Withers, ahead of Karol Vanzant in fifth.

This form of off road racing returns to Ascot raceway on June 9. With the TQ Midgets on the agenda and Street Stocks as well, the evening provides one with some exciting and different styles of racing.



Jim Fay, left, puts the pass on another Fay family racer, Stacy Fay with Renee Cornwall riding along, in the heavy sedan action at Ascot.

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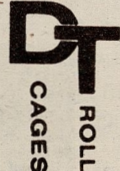
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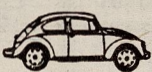
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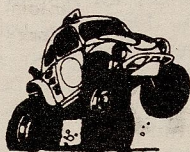
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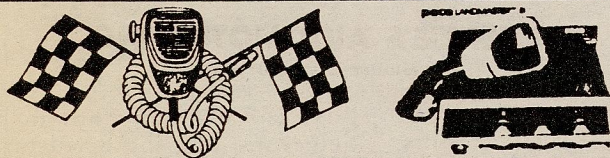


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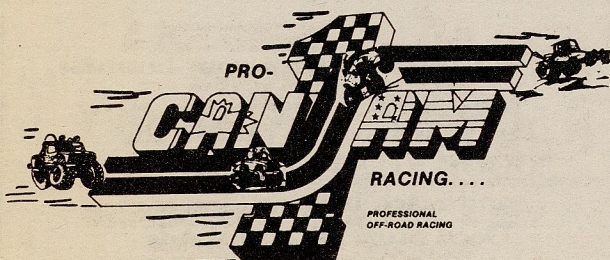
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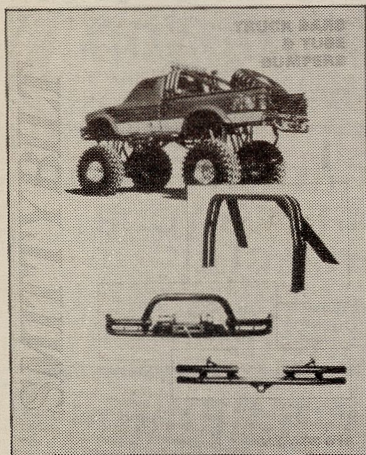
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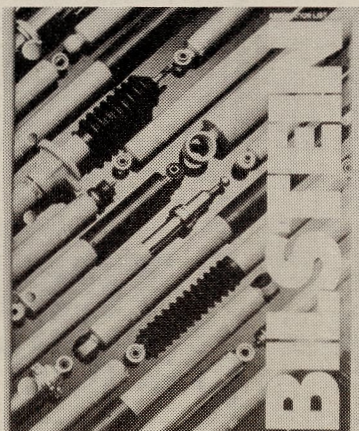
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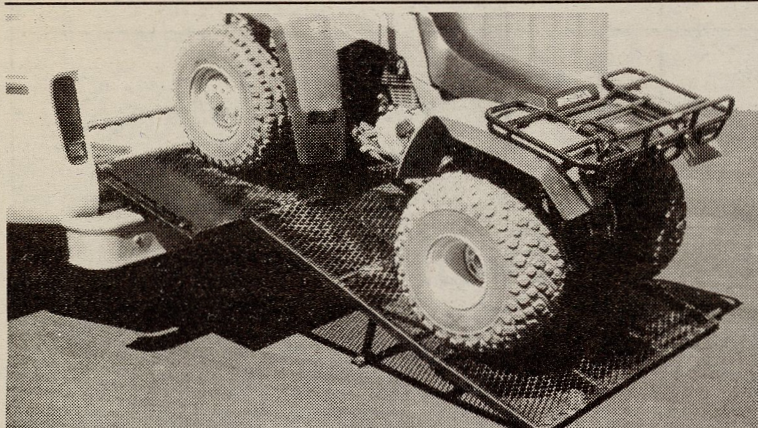
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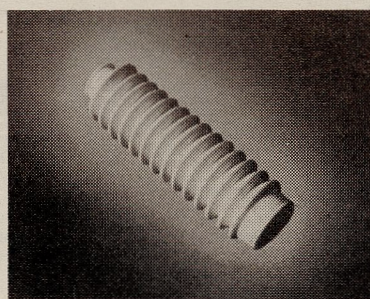


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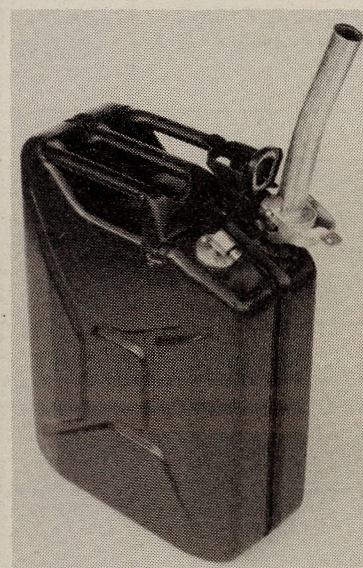


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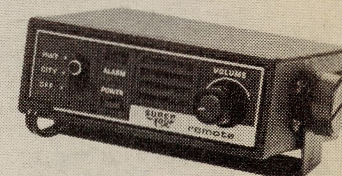
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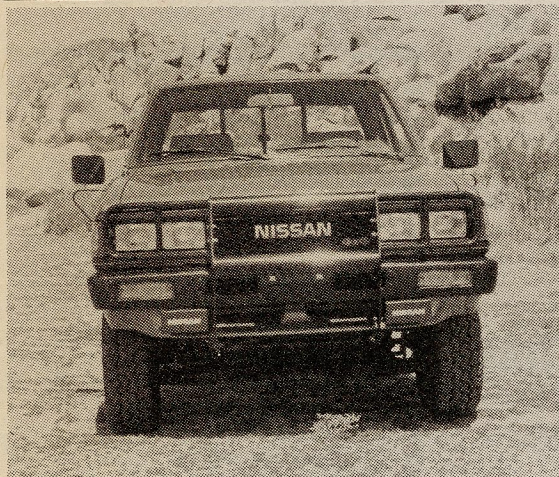
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Standing tall on hefty tires the handsome front end styling is enhanced by the optional brush guard and low mounted driving lights.



Rounded contours and the new Nissan logo mark the 1985 King Cab tail end. Handy is the tube bumper and even more handy are the mud flaps.

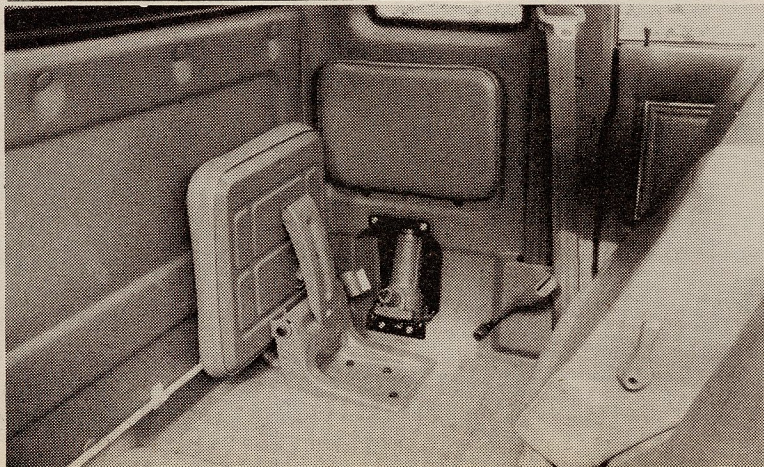
Nissan, then called Datsun in the USA, pioneered the small pickup truck in the American market with the much loved 1200 cc version. They were the first to offer the King Cab too, a mini crew cab style with space behind the seats for a lot of cargo needing weather protection, or space for two jump seats that do hold smaller people easily for a short journey, and they have seat belts in today's version. Over the years both the mini-midsize truck and the extra cab space idea have become common in the light truck industry. So, it is time to have a look at the 1985 version of the truck that started both the downsize movement and the extra cab concept in this type of vehicle.

The current top of the line engine is the overhead cam, in line four cylinder, now grown to 2389 ccs in displacement. The four wheel drive King Cab pictured here was fitted with the five speed manual transmission, and unlike many such gearboxes today, this one can be used everywhere in fifth gear, pulling nicely down to 40 mph in fifth gear.

As are most cars given to the press, the King Cab was loaded with dandy options, including the neat front brush guard and auxillary driving lights, although the high beams on the truck are more than adequate for plowing across the desert in the dark. The double round tube rear bumper adds a touch of style under the tailgate too. The truck came with a subtle paint scheme, based on a very handsome bronze with side stripes in medium brown and gold, just the colors of DUSTY

TIMES. Wonder if they would miss the truck if we kept it?

Inside the all vinyl upholstery is a restful beige, with tweedy vinyl on the seats, and vinyl makes a lot of sense in an off road going truck. Full coverage rubber floor mats protect the matching carpeting from dirty off road shoes. There are some handy items in the cockpit, including our favorite open parcel shelf under the glove box, which is larger in size than most. Also, the



With the jumps seats folded back, there is a ton of cargo space behind the front seats. The rear windows open providing natural air conditioning.

driver side door has a map pocket, nice for stowing items needed on the road. With the easy working 4 x 4 shift lever parked squarely between the front seats, there is no place for a console type box on the four wheel drive model.

Instrumentation on the pickup was almost complete, missing only the clock on the fully optioned dash. The center speedo with a trip odo is flanked by the coolant temp gauge on one side and the fuel gauge and tachometer on the other. Auxillary instruments, oil pressure and ammeter, are under the heating and air conditioning controls, and above them is the AM/FM radio, all within easy reach of the driver. All the light switch controls are on one stalk off the steering wheel, and the other side stalk does the windshield wiper and washer business. A touch of woodgrain trim dresses up the beige vinyl dash nicely.

To the rear the jump seats fold up to provide ample cargo space. We especially like the three way switch on the cab light above the sliding rear window. Not only does the switch have a delay feature, leaving the cab light on for 30 odd seconds after the door is closed so you can find your door in the light, but it pulls down from its perch to form a bed light; we found the pull down feature very handy working the contingency line in the dark at the Great Mojave 250.

The Nissan was fitted with hefty off road radial tires, Toyo Steelene Open Country in size P 215/75-R15. They performed very well on and off the road and were quiet on the highway as well. The Nissan was equipped with automatic locking hubs, which in our book is a must for a working 4 x 4. While some like

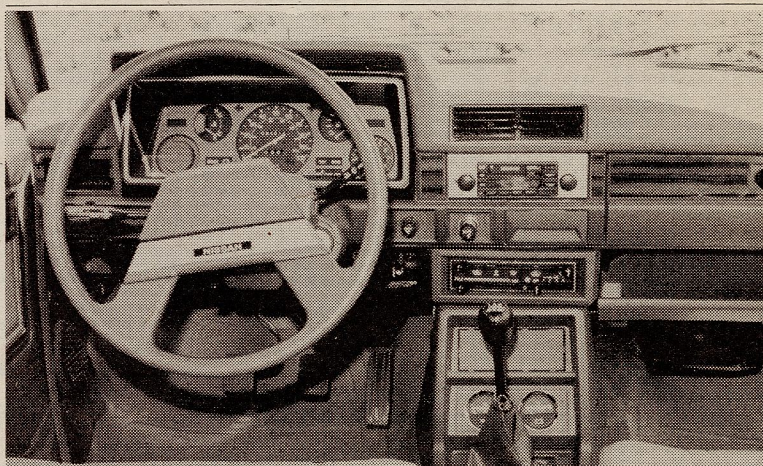
to climb out of the truck and set the hubs manually, we prefer the luxury of doing it from the cockpit.

The Nissan will go almost anywhere in four wheel drive, high gear, and a flick of the lever, and a few feet traveled in the opposite direction will disengage the automatic hubs for highway travel. A keen touch is the hub covers on the rear wheels which exactly match the front hubs.

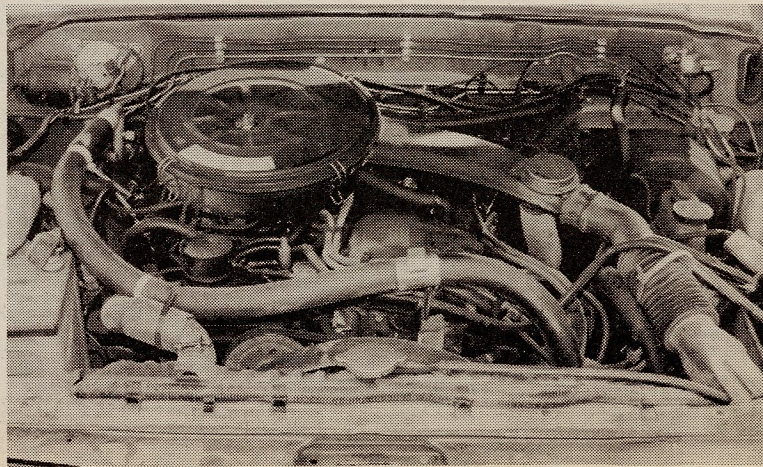
We enjoyed the Nissan in the outback and on the road doing daily chores. The ride is comfortable, but could be enhanced with decent shock absorbers, a trait common to all light trucks these days. The seats are very comfortable on a long trip, with plenty of fore and aft adjustment for the extra tall driver, a function of the King Cab design; and there are a multitude of stops for the reclining seat backs.

Fuel economy is good, especially for a 4 x 4. We recorded an average of 25 mpg in daily freeway and urban driving, and a fine average of 28 mpg on the highway. The 16 gallon tank provides a good range of highway travel too. The engine has been vastly improved since the first Nissan/Datsun 4 x 4 bowed on the market. While it is still not quite equal to the V-6 power of some of the competition, it goes along very nicely in all conditions on or off the road, needing a down shift from fifth to fourth only on the steep grades that are common around the Los Angeles urban sprawl.

The Nissan 4 x 4 King Cab is a worthy entry in the small truck market sweepstakes. It is comfortable, the King Cab provides plenty of secure stowage space, and the performance and the fuel economy are certainly well on par with the competition.



The full range of information is on the dash, plus extra gauges on the console. Extra stowage space is under the glove box in the open bin.



The 2400 cc overhead cam engine provides ample power for on and off road driving when mated to the five speed trans in the 4 x 4 model.



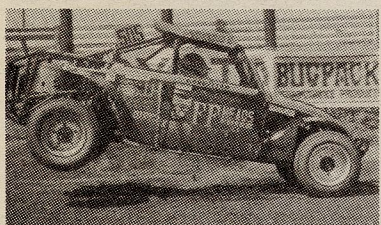
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FOR SALE: Donsco Coyote race buggy. Single seat, 1-1600 VW motor, IRS, 100" wheelbase, Centerlines, Sand Blasters, fuel cell, KYBs, Fox shocks, Wright components, adjustable rear torsion, Parker Pumper, and much more. Race Proven, \$4000 obo. Call Andy at (213) 838-1950.



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# Pony Express...

We just received our June issue of DUSTY TIMES. As usual the photographs and coverage are excellent. There is one correction that we would like to make, however, concerning the second event held at Corona.

Although it was a wonderful write-up, credit should be given where credit is due. We did not win either moto; Max Razo won BOTH motos! Granted, we did get the checkered flag first, but we placed second, twice. Max Razo was driving so well that by the end of each moto, while we were lapped twice by the lead 1-1600 (Jon Bonner in the first moto and Mike Goodbody in the second) Max Razo was lapped only once. Because of this we appeared to be the victors, while in actuality Max Razo was the winner all day.

Thanks again for your superb and extensive coverage of off road racing.

Kathy and Stacy Fay  
Northridge, CA

Thanks Kathy for pointing out such a big mistake. We appreciate the information and offer sincere

apologies to Max Razo and his crew. Your letter explains how we went wrong, since results are difficult to come by from those events. In fact we are still waiting for results from the inaugural run at Perris, two weeks after the event took place.

Hi Folks. It has been a long time since I had a chance to write the Checker letter, and I would like to update the readers on what has been going on at our club in recent months.

We will start with the chilly reception at Parker. People with good memories of cold races did best. In the pits we tried everything from copper tubing from exhaust to carb to steamed towels. Some racers even tried the oldest trick of standing behind the car and aiming high, but it was too cold for that to work. The club had 19 cars entered and nine finished. On top was Dave Mansker, third in 1-1600, and Jim Sumners, third in Class 2. Ron Graham grabbed fourth in Class 1, and Jim Moulton was sixth in 2-1600. Seventh in the very competitive

Class 10 went to Mark Broneau. Anthony Van Zyl, and our frozen V.P. Robert Veltri took ninth in Class 2. Russ Welch slid in 11th in Class 10, and Tom Martin and family scraped off the snow to finish 14th in Class 2. So much for Parker.

The Laughlin Challenge was a bit better for us, with 18 starters and nine cars finishing. Our big winner of the day was Marty Reider, first in Class 10. We had three cars grabbing second places, President Gregg Symonds in Class 1, Larry Bolin in Class 10 and Greg Heinrich in Class 5. Bob Veltri warmed up enough to take third in Class 2, solo. Mark Broneau held on for seventh in Class 10. Jim Greenway and Terry Smith spent some time on their roof, but still pulled off fifth in 2-1600, while prospective Ray Haley and Scott Zimmerman brought Uncle Max's old car in 16th in their first race.

Next we went to District 37 country in Lucerne for the Great Mojave 250. Larry Bolin once again found the track quite to his liking, and he was our big winner, first in Class 10. Lucerne was very good to the club with ten of 14 cars finishing. A pair of seconds went to Steve Kelley in Class 8 and Mark Broneau in Class 10. Third spots went to Marty Reider in Class 10 and prospective Greg Tuttle in 5-1600. Russ Welch was fifth in Class 10. Three Checkers came

home in sixth place, Tom Koch in Class 1, Gregg Symonds and Jake Fogg in Class 2, and Jeff Stiles, Jr. in Class 10. Jim Greenway was tenth in 2-1600s.

At the big, bad Mint 400 this year the Nevada god of the desert wind decided to sleep in, and the first couple laps were done in pea soup dust. We had 32 cars start, and by my count 15 went out on third lap, and nine Checkers crossed the finish line. A very proud Steve Kelley walked home with the Class 8 win. Our next best effort was Marty Reider and Jeff Hibbard, who grabbed fourth in Class 10, eighth overall. Greg Tuttle made another fine showing with fifth in 5-1600. Tom Koch was third in Class 1, 12th overall. Scott Zimmerman and Ray Haley continued to make Uncle Max's old car look good, with a sixth in 1-1600. Two teams managed 12th places, Gregg Symonds/Jake Fogg in Class 2, and Russ Welch in Class 10, and J.C. Ray drove alone in Paul Wheeler's car for 13th in 10. Paul won the Jim Stiles award for pre-running so hard on his ATC that he endoed his shoulder into a new location. State of Intent Gary Bates nabbed 13th in 2-1600, not bad for a first time.

After the Mint the Checkers held their spring picnic at Sunset Farms in Sylmar, with steaks and beverages supplied by the club. The salads came from the great lady Checker supporters, and Penny Fogg made a great salsa.

Entertainment varied from volleyball to baseball. The pit contest went to Team Redwood. A non-Checker from Team Redwood won the Beer Abuse contest. It was a fun party, followed for some by Commander Ferd's, Fred DuPuis, wedding. Congratulations!

Next we found ourselves in the June heat of Baja, where it got as hot as 115. Steve Kelley continued to carry the club colors well, and he finished second in Class 8. Russ Welch turned his best race of the year grabbing third in the always tight Class 10. We had four cars bring home fourth place laurels, Tom Koch in Class 1, Dave Kreisler in Class 2, Marty Reider in Class 10 and prospective Bob Bertrum in the Challenge class. In all, we had six finish out of 12 starters.

Good racing, and remember, the CHP is on the hunt.

Nels Lundgren  
Santa Monica, CA

DUSTY TIMES welcomes letters from all corners of off road activity. The Pony Express column will feature all the mail we can fit into the space. Please keep your words fairly brief. Because of space limitations, your pearls of prose may be edited, but DUSTY TIMES will print your gripes as well as your praises. Letters for publication should be at the DUSTY TIMES office by the 15th of the month in order to appear in the next issue.

## BOUNCES FROM THE BERM

### Baja Bonbons

By Jean Calvin

The rumors about big troubles in Baja California were obviously unfounded as the annual Score June bash went off without a noticeable hitch. In fact there were nearly triple the displays in Contingency Row on the Friday from last November. Maybe some manufacturers were encouraged by the new and shorter, but perfectly adequate hours for this time honored ritual of off road racing.

New in the row behind the Convention Center, new to Baja that is, were General Tire, who are really into off road racing this year with the Grabber line. At any rate the General Tire folks brought along at least a thousand odd paper painter type hats as give aways. They put up a small tent, ringed it with a table and streamers, installed bilingual Willie Valdez as major domo, and opened the first box of hats. After the first youngster grabbed a hat, the next several boxes were gone in short order, as the mysterious Baja kids communication system filled the place with hordes of kids, ten deep, asking for a hat. When the hats ran out, cases of cold cup holders were opened, and 2000 of those followed the hats into the Ensenada neighborhoods. General Tire folks thought they were going to lose the booth, the tent, the works along with the trinkets, but when the stuff ran out, calm was restored.

Meanwhile, across the impromptu midway, Yokohama Tire had a huge tent, stuffed with

posters and sundry items, and these folks learned a new Spanish word fast, "Otro, Otro". For a small sum in pesos they sold a bunch of items, having more than 5000 on hand, and the money all went to a local Ensenada charity. Their booth swayed ominously under the press of the souvenir hunters also, but when their supply of goodies ran low by mid-afternoon, they once again felt secure under the tent.

On the minus side in Baja was the news of a robbery that took the entire stock of tools, race clothes and personal belongings of a couple of teams, while the racers attended the drivers' meeting. In all, at least five rooms in the same motel were cleaned out, including that of Class 10 winners Jack Irvine and Kit Trenholm, who luckily didn't need the tools during the race, and had their competition gear safe in the truck with them. A 5-1600 team also lost everything, including their race gear, but, thanks to Stan Parnell, they did start the race with new driving suits and helmets.

Also on the minus side, we observed with our own eyes an experienced competitor, in fact a class winner in the event, gaily motoring down the course near Matias Pass in his race truck without a helmet on. Sure it was hot, but surely off road racing is in enough trouble with insurance companies without race teams acting with that sort of lack of caution and responsibility.

On the plus side, we personally had a terrific ride around the majority of the course with Mike Falkosky to a keen third place in class in the 7S Toyota. The well built truck only stumbled once, a long hour plus stumble, but it ran without fault outside of that one breakage. Some of the sights along the course were wild, the deep water crossings close to Ensenada, and the heavy bushes over the mud that made navigation a real problem in the dark were unexpected hazards. Climbing the summit some comic relief came from a sign, no doubt placed by the David Lewis crew, right at the very top of the summit. It was a Haskell Realty sign, listing the property for sale, and it brought a chuckle to everyone who saw it there.

We felt pity for the patient pit crews stationed in the far reaches of the hot sandy desert checkpoints, waving bravely in the 115 plus temperatures. We appreciated the pack of well wishers at Rosie's Instant City, better known as the Nuevo Junction checkpoint. We thank the ever ready Goodrich crew at El Chinero for a quick tire change, and the brand new tire, and the tech crew at the finish who did not require a tear down on the third place truck. We apologize to the Nissan team, standing helplessly holding a tow rope, that we had to pass in the deep sand. We were nearly stuck ourselves, and we were afraid to stop, or we could have been there for good also. It was a great and comfortable ride over the tough course.

If you are into odds and averages, a curious sum surfaced after the 12th edition of the Score Baja Internacional. It looks

as if anyone who wants to win an unlimited car class at this race in something other than an air cooled, rear engine open wheel race car should enter Class 2. Exactly half of the Class 2 champions, six in all, in this race have driven a water cooled, front engine car with rear drive, all truck style devices to victory. Remember we are talking only about the Score June Baja events. Walker Evans broke the ice in 1976, winning Class 2, with Sam Moses riding shotgun in the potent yellow Chevy pickup out of Parnelli Jones' stable. Driving the same truck, Rick Mears, with dad Bill riding the distance, won Class 2 in 1977. In 1979 Frank Vessels, with Gary Pace as passenger, won Class 2 in one of the PJ built BFGoodrich Blazers.

In 1981 Malcolm Smith, with Bill Newberry riding, drove the BFG Blazer to victory in Class 2, and Malcolm repeated in the same rig in 1982, as co-driver to Don Adams. This year Frank Arciero, Jr. brought Toyota its first unlimited class victory, winning Class 2 handily in the highly modified Toyota pickup. Six out of 12 races is remarkable, considering the water pumpers are generally a single entry in the class. The other six rounds in Class 2 went three times to a Chenoweth chassis, and one each to a Funco, a Raceco and a Zorr.

Speaking of the Baja racing, the plan for the Score Baja 1000 next November is going to make some real knotty logistics for race teams. The event is planned to start somewhere in the Mexicali area, which was abandoned some years ago when the irrigation development took out the nearby race roads. The first day the route will head out

from Mexicali to Tres Pozos, around to El Chinero, San Felipe and so forth, then aim for Ensenada where there will be an overnight impound, although this year crews will be able to work on the race cars in the impound.

The restart the next morning will feature a complete loop of the same course just done on the Baja Internacional. If nothing else the route will stuff the trans peninsular highway with not only the chase crews, but the rest of the race entourage as they trek from the Mexicali start to Ensenada, with hardly a decent gas station along the way.

The concept of a east end start and a west end finish might also eliminate a Baja tradition from the Goodrich folks, their twice a year Baja steak fry, which, by the way, was another smash hit at the Baja Internacional. Guests ate their way through two truckloads of outstanding food, and libations available were more than ample.

At any rate, the route plan dictates a Thursday tech day, and Friday and Saturday as race days. If you don't own a motor home, you might rent one for a mobile base of operations. Rooms have always been scarce in Mexicali, and one is loath to pay for rooms in Ensenada in advance, on the odd chance that the race car might not make it that far.

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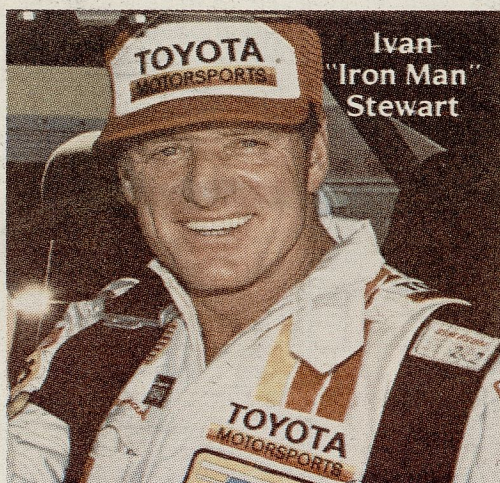
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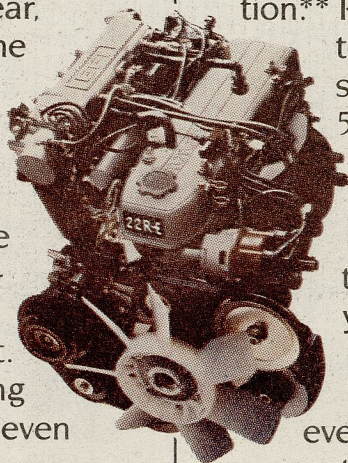


The man is ruthless. He's been known to deal the kind of savage blows that make most trucks drop their axles. That's why Ivan races Toyotas.

Last year, the "Ironman" stomped, thrashed, and flogged his specially-built Toyota trucks

through one win after another. All the way to the coveted first place trophy in the Class 7 SCORE Off-Road World Championship. This year, digging into some of the world's most cursed terrain, he and Team Toyota captured the Manufacturer's Cup Challenge title—for the second year in a row—leaving the competition in a deluge of dust. Now they're proceeding to "blow the doors off even the Class 8-V-8's!"\*

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\*Off-Road Magazine, September, 1984  
\*\*SR5 and One-Ton models.

## OH WHAT A FEELING!